



Arizona Department of Transportation

Environmental Planning

**Revised Project-Level Particulate
Matter (PM₁₀) Consultation
Document**

**US 95, Wellton-Mohawk Canal to
Imperial Dam Road**

**095-B(220)
095 YU 038 F0608 01C**

**November 4, 2024
September 13, 2024**

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated June 25, 2024, and executed by FHWA and ADOT.

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Project-Level Particulate Matter Interagency Consultation

Project Setting and Description

The Arizona Department of Transportation (ADOT) has initiated a project in Yuma County, Arizona, to widen US 95 from the Wellton-Mohawk Canal to Imperial Dam Road from a two-lane undivided roadway to a four-lane divided and undivided highway from Milepost (MP) 38.44 to MP 43.76 (about 5.3 miles).

The project would be constructed on existing ADOT ROW, and easements from a number of agencies including the Bureau of Land Management (BLM), Bureau of Reclamation (BOR), Department of Defense (DOD), Yuma Proving Ground (YPG), Arizona State Land Department (ASLD), Yuma County, and the Wellton Mohawk Irrigation & Drainage District, among others. The project is located about 10 miles northeast of the City of Yuma, and about 60 miles south of Interstate 10 (I-10) in Yuma County, Arizona. The project location is shown in **Figure 1** and the proposed alignment is shown in **Figure 2a and 2b**.

As the major north-south route north of Yuma, US 95 provides access to employers, economic generators, and regional connectivity to Phoenix and other parts of Arizona. The existing two-lane rural highway has insufficient capacity for current traffic volumes and travelers frequently experience delays. US 95 serves as an important north-south link between Interstate 8 (I-8) and I-10 and provides access to YPG. The existing highway has insufficient capacity for the current level of heavy truck traffic and large recreational vehicles. The purpose of the project is to widen the highway to add one additional thru lane in each direction to increase traffic capacity and improve operational efficiency and safety.

Elements of the project important to air quality considerations include:

- Widen the US 95 roadway to two lanes in each direction with a two-way left turn lane (or paved median), and shoulders from 0.6 miles north of the Wellton-Mohawk Canal to Dome Valley Road.
- Widen the US 95 roadway to provide a divided four-lane highway with two lanes in each direction, an unpaved median, and shoulders from Dome Valley Road to 0.5 miles south of Imperial Dam Road.
- Construct a new grade-separated tank crossing for YPG near MP 42.6
- Construct new grade separated wildlife crossings near MP 40.3, MP 41.0, and MP 41.8
- Realign the Adair Park Road and Dome Valley Road intersections ([the Adair Park Road intersection with US 95 is an unpaved intersection with very low traffic volumes and was not included in traffic analysis prepared for the project. Traffic volumes at that location are not included in the tables below](#)).

The proposed project is in Yuma County currently designated as a nonattainment area for the National Ambient Air Quality Standards (NAAQS) for, eight-hour ozone, and particulate matter less than or equal to ten microns in diameter (PM₁₀).

The primary sources of PM₁₀ in the nonattainment area include dust from unpaved roads, construction dust, windblown dust, dust from unpaved farm roads, and cross border emissions from Mexico (<https://azdeq.gov/yuma-particulate-matter-pm-10-nonattainment-area>, accessed April 19, 2024).

The project is included in the Yuma Metropolitan Planning Organization 2022 – 2045 Long-Range Transportation Plan Update [ID-26, US 95 Widening: Welton-Mohawk Canal to Aberdeen Road] (YMPO, 2021). This specific project, US-95: Wellton-Mohawk Canal to Imperial Dam Road is included in the Fiscal Year 2022-2026 Yuma Metropolitan Planning Organization Transportation Improvement Program [DOT-24-01D, Widen Road – Design] (YMPO, 2024).

A formal request for a finding of transportation conformity was submitted to FHWA by the YMPO on April 8, 2024. [On May 9, 2024, FHWA made regional conformity determination in response to the YMPO request of April 8, 2024.](#)

Figure 1. Project Location Map

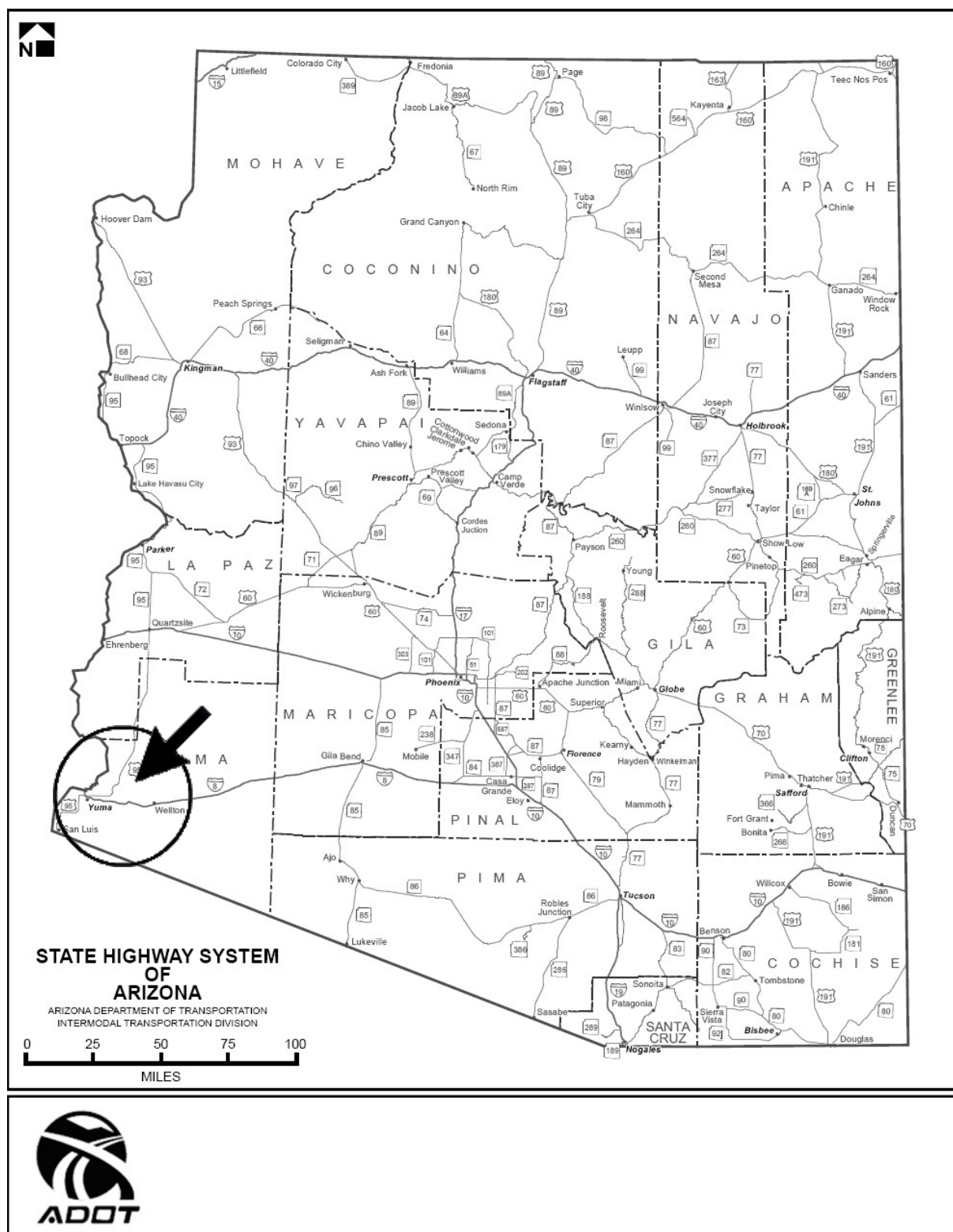


Figure 2a. Project Study Area (MP 38.44 to MP 42)

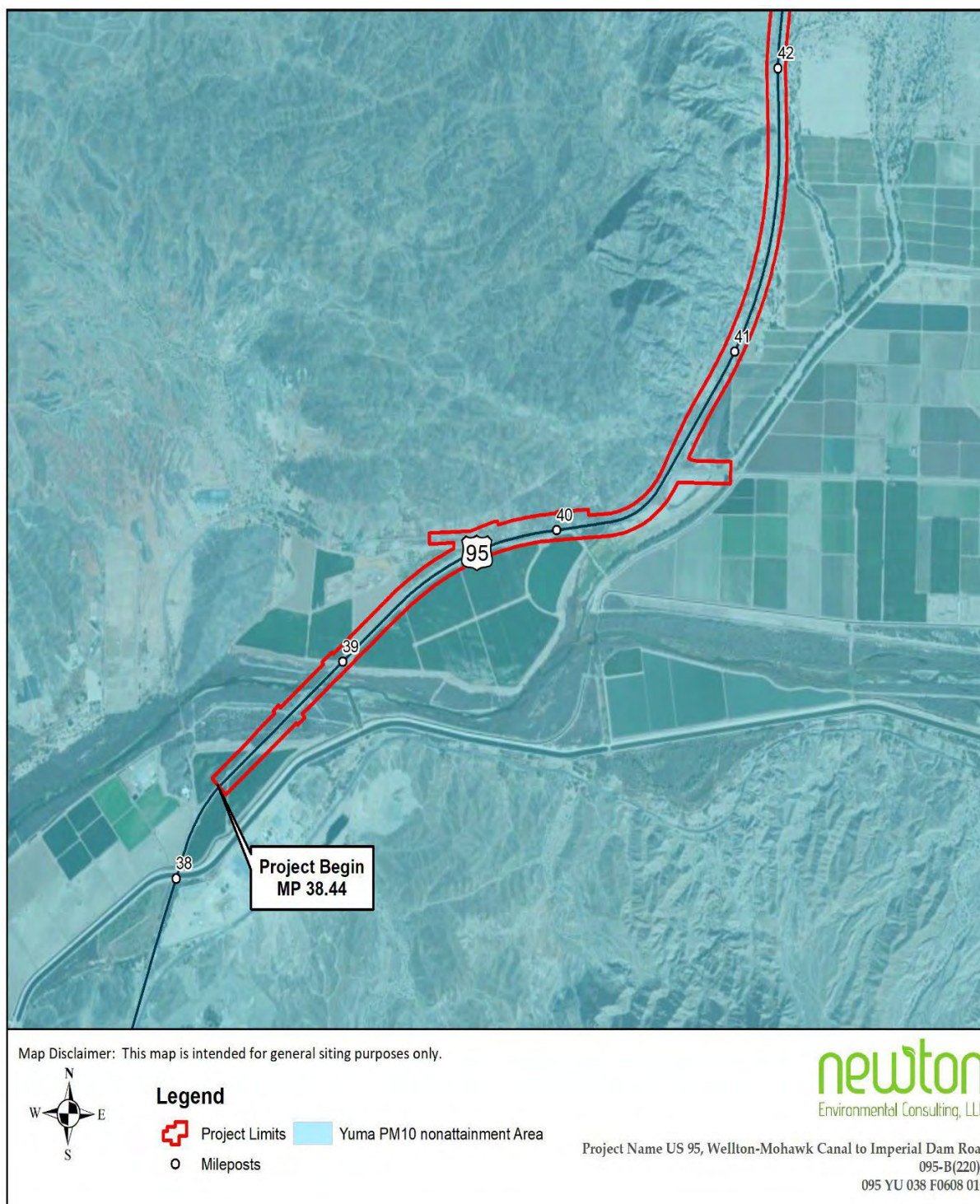


Figure 2b. Project Study Area (MP 42 to Project End MP 43.76)



Project Level PM₁₀ Consultation Project of Air Quality Concern

PM₁₀ Project Assessment

The following questionnaire is used to compare the proposed project to a list of project types in 40 CFR 93.123(b) requiring a quantitative analysis of local particulate emissions (Hot-spots) in nonattainment or maintenance areas, which include:

- i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of an increase in traffic volumes from a significant number of diesel vehicles related to the project;
- iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

If the project matches one of the listed project types in 40 CFR 123(b)(1) above, it is considered a project of local air quality concern, and the hot-spot demonstration must be based on quantitative analysis methods in accordance with 40 CFR 93.116(a) and the consultation requirements of 40 CFR 93.105(c)(1)(i). If the project does not require a PM hot-spot analysis, a qualitative assessment will be developed that demonstrates that the project will not contribute to any new localized violations, increase the frequency or severity of any existing violations, or delay the timely attainment of any NAAQS or any required emission reductions or milestones in any nonattainment or maintenance area.

On March 10, 2006, EPA published *PM_{2.5} and PM₁₀ Hot-Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM_{2.5} and Existing PM₁₀ National Ambient Air Quality Standards; Final Rule* describing the types of projects that would be considered a project of air quality concern and that require a hot-spot analysis (71 FR 12468-12511). Specifically on page 12491, EPA provides the following clarification: "Some examples of *projects of air quality concern* that would be covered by §93.123(b)(1)(i) and (ii) are: A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;" .." Expansion of an existing highway or other facility that affects a congested intersection (operated at Level-of-Service D, E, or F) that has a significant increase in the number of diesel trucks;" While these examples were provided in the rulemaking, interagency consultation will be used to determine if a project is a of air quality concern.

New Highway Capacity

Is this a new highway project that has a significant number of diesel vehicles?

NO - The proposed project is not a new highway project.

Expanded Highway Capacity

Is this an expanded highway projects that have a significant increase in the number of diesel vehicles?

NO - The proposed project is not an expanded highway capacity project that has a significant increase in the number of diesel-fueled vehicles related to the project. As shown in Table 1, under 2023 Existing Conditions the average daily traffic (ADT) volumes on US 95 in the project corridor are less than 8,000 vehicles per day (vpd). Under the 2050 Build Alternative, ADT volumes are less than 13,000 vpd.

Compared to the 2023 Existing Conditions, the total truck ADT increases by less than 500 trucks per day as a result of the project. In addition, the total truck volumes shown in Table 1 include both medium- and heavy-duty trucks, not all of which would be diesel-fueled. The combined medium- and heavy-duty truck ADT represents a worst-case condition when considering if the increase in truck volumes represents a significant increase in the number of diesel-fueled vehicles resulting from the project.

Table 1. Average Daily Traffic and Truck Volumes

| | 2023 Existing | | | | 2050 No-Build | | | | 2050 Build | | | | Total Truck ADT Difference (Build minus No-Build) ¹ |
|--|---------------|----------------------|----------------|----------------|---------------|----------------------|----------------|----------------|------------|----------------------|----------------|----------------|--|
| Roadway Segment | ADT | Total Truck ADT (8%) | MT Volume (1%) | HT Volume (7%) | ADT | Total Truck ADT (8%) | MT Volume (1%) | HT Volume (7%) | ADT | Total Truck ADT (8%) | MT Volume (1%) | HT Volume (7%) | |
| US 95, south of Dome Valley Rd (County 3 rd Street) | 7,521 | 602 | 75 | 526 | 12,837 | 1,027 | 128 | 899 | 12,837 | 1,027 | 128 | 899 | 0 |
| US 95, north of Dome Valley Rd (County 3 rd Street) | 6,585 | 527 | 66 | 461 | 11,240 | 899 | 112 | 787 | 11,240 | 899 | 112 | 787 | 0 |
| ¹ Proposed project improves roadway geometry from a two-lane to a four-lane roadway. Traffic volumes for the No-Build and Build alternatives are the same as no additional traffic generators are anticipated as a result of the project Source: Traffic volumes provided by Kimley Horn, derived from data and analysis documented in US 95 Improvements: Wellton-Mohawk Canal to Aberdeen Road – Draft Technical Analysis Technical Memorandum, (Kimley--Horn, April, 2024). | | | | | | | | | | | | | |

Projects with Congested Intersections

Is this a project that affects a congested intersection (LOS D or greater) that has a significant number of diesel trucks, OR will change LOS to D or greater because of an increase in traffic volumes from a significant number of diesel trucks related to the project?

NO – This is not a project that affects a congested intersection at LOS D or that will change to LOS D (or greater) because of a significant increase in the number of diesel-fueled trucks resulting from the project.

As shown in Table 2, the US 95/Dome Valley Road intersection would operate at LOS C or better under both 2023 Existing Conditions and the 2050 Build Alternative with the recommended intersection geometry.

Total truck volumes at the US 95/Dome Valley Road intersection increase by less than 60 trucks per hour in both the AM and PM peak hours compared to 2023 Existing Conditions.

The total truck volumes at the US 95/Dome Valley Road intersection are not deemed to constitute a significant number of diesel-fueled vehicles or represent a significant increase in the volume of diesel-fueled vehicles related to the project.

Table 2. US 95 Intersection Level of Service and Peak-Hour Volumes

| Intersection | 2023 Existing Conditions | | | | 2050 Build (Recommended Geometry) | | | | Total Truck Volume Difference (Build - Existing, vph) ³ |
|---|--------------------------------|----------------------|----------------------------|---------------------------|-----------------------------------|----------------------|----------------------------|---------------------------|--|
| | LOS ¹ (delay, sec.) | Volumes (vph) | Medium Truck Volumes (vph) | Heavy Truck Volumes (vph) | LOS (delay, sec.) | Volumes (vph) | Medium Truck Volumes (vph) | Heavy Truck Volumes (vph) | |
| US 95 / Dome Valley Rd² | AM: B (15) PM: C (18) | AM: 383 PM: 1,008 | AM: 4 PM: 10 | AM: 27 PM: 71 | AM: B (12) PM: B (10) | AM: 654 PM: 1,722 | AM: 7 PM: 17 | AM: 46 PM: 121 | AM: 22 PM: 57 |

¹ Stop-Controlled delay on intersecting minor street under 2023 Existing Conditions.

² Recommended Green T intersection in the 2050 Build Alternative.

³ Truck Volume Difference includes both MT and HT

MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds)

HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds)

Source: Email from Jennifer Simpkins (Kimley-Horn) to Curt Overcast (Newton Environmental Consultants), F0608 AQ Status (July 11, 2024).

New Bus and Rail Terminals

Does the project involve construction of a new bus or intermodal terminal that accommodates a significant number of diesel vehicles?

NO – The proposed project does not involve construction of new bus or rail terminals.

Expanded Bus and Rail Terminals

Does the project involve an existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses (or trains) increases by 50% or more, as measured by arrivals?

NO – The proposed project does not involve an existing bus or intermodal terminal.

Project of Air Quality Concern Determination

Under the 2050 Build Alternative, traffic volumes on US 95 are less than 13,000 ADT (Table 1). The increase in diesel-fueled truck volumes due to the project are also low; less than 500 ADT compared to 2023 Existing Conditions and include both medium- and heavy-duty trucks, not all of which are diesel-fueled (that is, the truck volumes represent a worst-case condition and likely overstate the number of diesel-fueled trucks in the project area). While overall traffic volumes are expected to increase, the project does not significantly increase diesel-fueled total truck volumes.

The March 2006 final rule also provided examples of projects that would not be covered by 40 CFR 93.123(b)(1) and would not require a PM_{2.5} or PM₁₀ hot-spot analysis (71 FR 12491). This project clearly fits as “any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F.” As shown in Table 2, the US 95/Dome Valley Road intersection would operate at LOS C or better under both 2023 Existing Conditions and the 2050 Build Alternative. Therefore, the proposed improvements on US 95 from the Wellton-Mohawk Canal to Imperial Dam Road are NOT of Air Quality Concern and will not require a PM hot-spot analysis.

Appendix: Supporting Traffic Information

US 95 IMPROVEMENTS: WELLTON-MOHAWK CANAL TO ABERDEEN ROAD

DRAFT TRAFFIC ANALYSIS TECHNICAL MEMORANDUM

Date: April 12, 2024

Subject: Traffic Analysis for US 95 Improvements

Introduction

The US 95 Improvements, as shown in **Figure 1** is between Wellton-Mohawk Canal and Imperial Dam Road, located near Yuma, Arizona. This project consists of widening US 95 to include two lanes in each direction separated by a raised median or two-way center turn lane, and intersection improvements to accommodate the roadway expansion.

This traffic analysis technical memorandum (tech memo or memo) documents the existing and future traffic conditions along the study section of US 95, the traffic control and intersection geometry for US 95 at Dome Valley Road/County 3rd Street. Portions of the data presented in this memo will be used to complete the Noise Report and the Air Quality Report for the project.



Figure 1 – Project Location

Purpose

The purpose of this technical memorandum is to document the traffic analysis for the US 95 Improvements between Wellton-Mohawk Canal and Aberdeen Road project, which includes:

- Verifying that the proposed four-lane principal arterial cross-section can accommodate projected 2050 traffic volumes;
- Evaluating the proposed intersection geometry alternatives (3 total) at Dome Valley Road/County 3rd Street level of service (LOS) with 2050 volume projections;
- Conducting a crash analysis with the most recent 5-year crash data;
- Generating traffic projections and vehicle classification data for the Noise Report; and
- Generating traffic projections and resulting vehicle LOS for the Air Quality Concern Questionnaire.

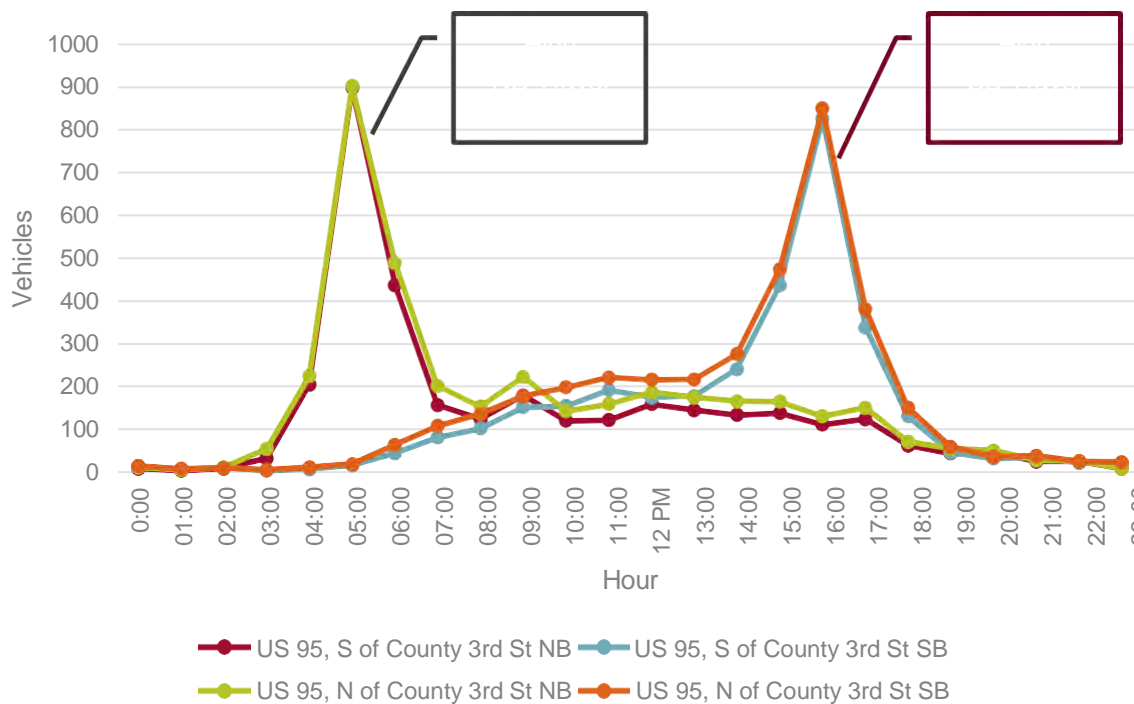
Traffic Volumes

24-hour bi-directional traffic volume and vehicle classification counts and AM and PM peak hour turning movement counts were obtained by Field Data Services, Inc. on Thursday, December 7, 2023. Weekday 24-hour traffic counts were collected north and south of Dome Valley Road/County 3rd Street. **Figure 2** shows the hourly traffic volume distribution along US 95, **Table 1** shows the bi-directional traffic data for these locations, and bi-directional counts are provided in **Appendix A**. As shown in **Figure 2**, there is a high directional demand along this road. With heavy northbound movement in the AM peak and southbound movement in PM peak.

Table 1: 2023 Traffic Volume Count

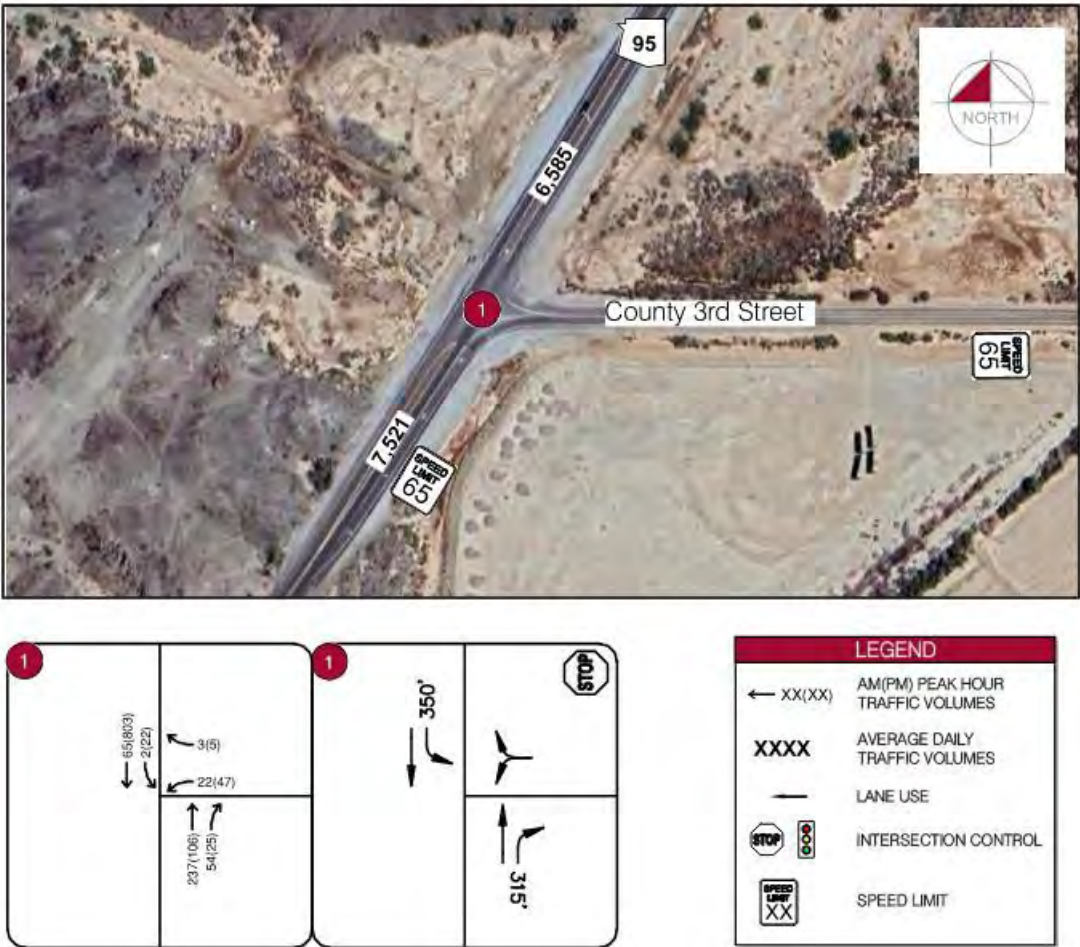
| Count Location | Daily Traffic Volume (Vehicles) |
|---|---------------------------------|
| US 95 South of Dome Valley Road/County 3 rd Street | 7,521 |
| US 95 North of Dome Valley Road/County 3 rd Street | 6,585 |

Figure 2 – Hourly Distribution of Traffic Volumes



Weekday peak hour turning movement counts (TMCs) were collected in fifteen-minute intervals during the AM (6:30 AM – 8:30 AM) and PM (4:00 PM – 6:00 PM) peak periods. The intersection geometry was obtained from the Nearmap, an aerial map tool that provides quality and current aerial view maps. The TMCs and existing intersection geometry, are shown in **Figure 3**. The collected TMC data is provided in **Appendix B**.

Figure 3 - Existing Traffic Volumes and Lane Configuration



Existing Conditions Analysis

LEVEL OF SERVICE ANALYSIS

The study intersections were analyzed using Highway Capacity Manual 6th Edition (HCM 6) methodology to determine the intersection level of service (LOS), delay and queueing at turn lanes. The LOS criteria for signalized intersection are shown **Table 2**.

Table 2: Level of Service Criteria for Signalized Intersections

| Level of Service (LOS) | Unsignalized Intersection Average Total Delay (seconds/vehicle) |
|------------------------|---|
| A | ≤10 |
| B | >10 and ≤15 |
| C | >15 and ≤25 |
| D | >25 and ≤35 |
| E | >35 and ≤50 |
| F | >50 |

The existing volumes, intersection geometry and control, shown in **Figure 2** were used to obtain the LOS and delay. The results of this analysis are shown in **Table 2**. *Synchro* reports are included in **Appendix C**.

Table 3: 2023 Existing Level of Service: Unsignalized Intersections

| LOS/Delay | EB | | | WB | | | NB | | | SB | | |
|--|----|---|---|------|---|---|----|-----|---|----|-----|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| US 95 & Dome Valley Road/County 3rd Street (stop controlled) | | | | | | | | | | | | |
| AM Peak | | | | B/15 | | | | A/0 | | | A/9 | |
| PM Peak | | | | C/18 | | | | A/0 | | | A/9 | |
| Queue (ft) | | | | 50' | | | | - | | | - | |

All movements at the stop-controlled intersection operates at an acceptable LOS (LOS D or better). Under existing conditions, the unsignalized intersections operate at an acceptable LOS overall.

CRASH ANALYSIS

Crash data was obtained from ADOT's Arizona Crash Information System. The data was collected for the most recent 5 years of data, between January 1, 2019 and December 31, 2023. A total of 58 crashes have been reported along the study segment in the last 5 years. The crash data is summarized as follows:

- 2 fatal crashes and 1 suspected serious injuries were reported.

- One fatal crash was reported as a single-vehicle crash, and the other was reported as a rear-end crash;
- All fatal and suspected serious injury crashes occurred during daylight conditions;
- 53% of crashes were single-vehicle crashes (31 of 58 crashes);
- 16% of crashes were sideswipe same-direction crashes (9 of 58 crashes);
- 12% of crashes were rear-end crashes (7 of 58 crashes);
- 16% of crashes, including one of the fatal crashes, occurred around 5 am (9 of 58 crashes),
- 43% of crash violations were “No Improper Action” (25 of 58 crashes)
- 19% of crash violations were “Speed Too Fast for Conditions” (11 of 58 crashes);
- 9% of crash violations were “Failed to Keep in Proper Lane” (5 of 58 crashes);
- 53% of crashes occurred in daylight conditions (31 of 58 crashes).

Figure 4 depicts the location of crashes along the roadway segment by crash severity/

Figure 4 – Injury Severity by Location

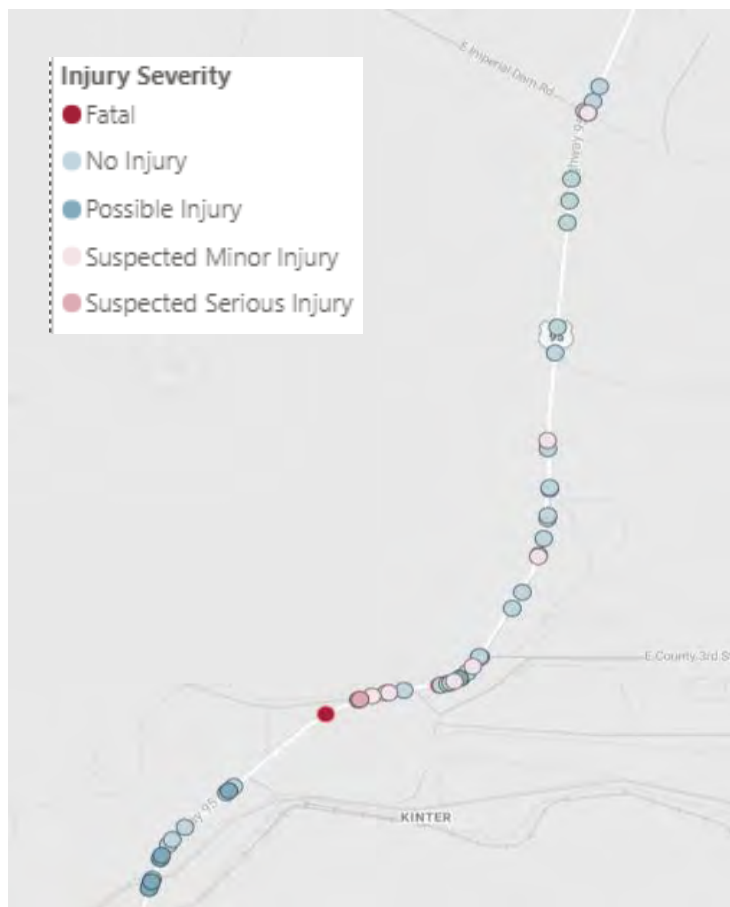


Figure 5 to Figure 7 graphically summarize the crashes by year, injury severity, and collision manner.

Figure 5 - Total Crashes by Year

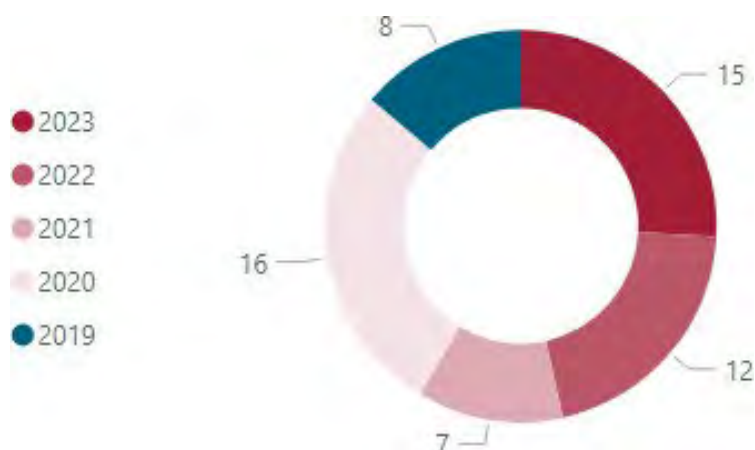


Figure 6 - Total Crashes by Injury Severity

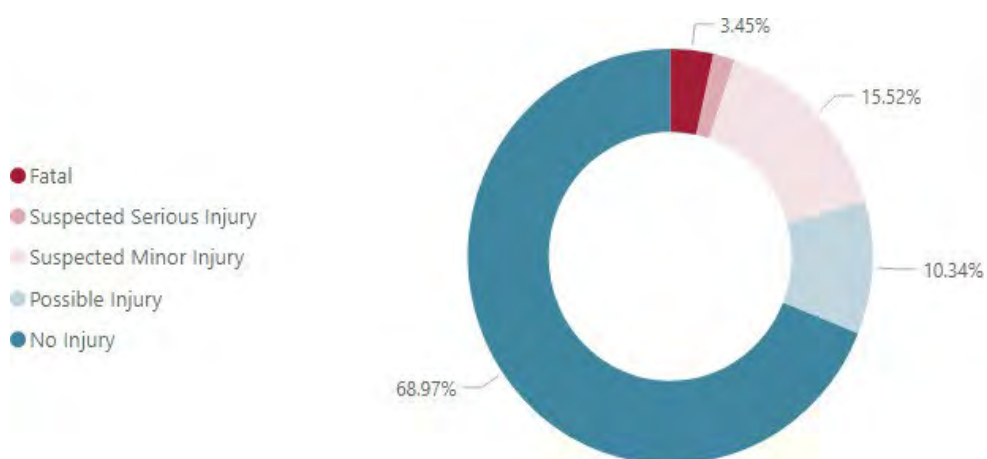
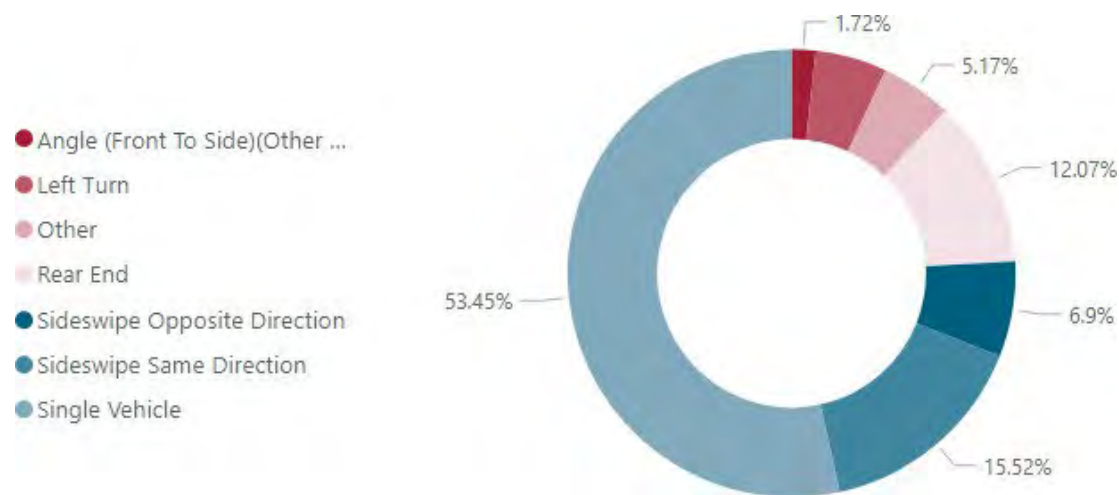


Figure 7 - Total Crashes by Collision Manner



Projected Traffic

GROWTH RATES

To determine the growth rate to be used for 2050 volume projections, historical 2020 ADT traffic volumes provided by the Yuma Metropolitan Planning Organization (YMPO) Traffic Data Management System (TDMS) were used to compare against the 2022 historical ADT traffic volumes and collected 2023 daily traffic volumes. **Table 5** shows the daily volume comparison between historical volumes and collected volumes.

Table 4: Daily Traffic Volume Comparison

| Roadway Segment | Daily Traffic Volumes | | | | |
|---|-----------------------|-------|-------|---------------------------------|---------------------------------|
| | 2020 | 2022 | 2023* | Percent Increase (2020 to 2022) | Percent Increase (2020 to 2023) |
| US 95 South of Dome Valley Road/County 3 rd Street | 3,601 | 4,143 | 7,521 | +7.26% | +27.83% |
| Us 96 North of Dome Valley Road/County 3 rd Street | 4,954 | 5,699 | 6,585 | +7.26% | +9.95% |

*Collected traffic volumes

Based on the comparison of historical and collected traffic volumes, there was a drastic increase in volume within the past 3 years. The YMPO Long Range Transportation Plan (LRTP) projects that daily traffic volumes along US 95 within our study segment is 5,001-10,000 vehicles per day. Therefore, the continuous aggressive growth in volumes is not expected to continue throughout the next 20-30 years as our daily traffic volumes are near the LRTP projected volumes for 2045. To determine the projected volumes in 2050, an annual growth rate of 2% was used.

For the purposes of this report and to remain conservative, the No-Build and Build traffic volumes are assumed to be the same as there is no existing capacity constraint preventing vehicles from using the study segments of US 95. **Table 6** provides the resulting 2050 No-Build and Build daily traffic volumes.

Table 5: Calculated 2050 No-Build and Build Average Daily Traffic Volumes

| Roadway Segment | 2050 Daily Traffic Volume (vehicles) |
|---|--------------------------------------|
| US 95 South of Dome Valley Road/County 3 rd Street | 12,837 |
| Us 96 North of Dome Valley Road/County 3 rd Street | 11,240 |

The growth rates shown in **Table 6** were also applied to the existing TMC peak hour volumes at each intersection to estimate 2050 intersection peak hour volumes. The 2050 intersection peak hour and daily segment volumes are shown in **Figure 7**.

Figure 8 - 2050 No-Build and Build



Roadway Improvements

Roadway improvements associated with this project include the following:

- Widening of US-95 to two lanes in each direction with a two-way left-turn lane, creating a five-lane roadway.

Roadway Cross-Section Level of Service

The level of service for the proposed cross-section was determined using HCM 6 for existing 2024 conditions. No-Build and Build conditions using 2050 projected volumes. The results are provided in **Table 7**.

Table 6: HCM Cross-Section LOS

| Roadway Segment | 2023 Volume | HCM LOS for 2-Lane section | 2050 Volume | HCM LOS for 2-Lane section | HCM LOS for 4-Lane section |
|---|-------------|----------------------------|-------------|----------------------------|----------------------------|
| South of Dome Valley Road/County 3 rd Street | 3,601 | A | 12,837 | D | B |
| North of Dome Valley Road/County 3 rd Street | 4,954 | A | 11,240 | D | B |

Intersection Control Analysis

SIGNAL WARRANT ANALYSIS

This section documents the signal warrant analyses for the intersection of US 95 and Dome Valley Road/County 3rd Street in accordance with 2009 MUTCD standards for the 2023 Existing Year, 2050 No-Build and 2050 Build conditions. The 2050 No-Build conditions is performed using 2050 volumes assuming with existing intersection geometry and field conditions. The 2050 Build condition is performed using 2050 volumes, and assuming the roadway will be built with two travel lanes in each direction.

According to the 2009 MUTCD, a traffic signal is warranted at a given intersection if the conditions at the intersection meet at least one (1) of the MUTCD signal warrants. For this signal warrant analysis, the following warrants were considered appropriate for evaluation at the intersection:

- Warrant 1 – Eight-Hour Vehicular Volume
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak Hour

As 24-hour turning movement count data was not collected as part of this project for peak hour turning movement count data at the intersections was adjusted based on methodology in ADOT Traffic Guidelines and Processes (TGP) Figure 611-A that outlines adjustment

factors for the 1st, 4th, and 8th hourly volumes given an estimated AADT for volumes on County 3rd Street. Ratios between the peak hour to the 4th and 8th hourly volumes were developed to estimate up to eight-hour vehicle volume for these warrant studies. 24-hour daily traffic volumes collected along US 95 and were used for north-south volumes.

Signal Warrant Results

A 2009 MUTCD Signal Warrant Analysis was performed for the intersection of US 95 and Dome Valley Road/County 3rd Street. Existing traffic volumes were utilized for existing conditions and future 2050 volumes for future 2050 no-build and build conditions.

Signal warrants are *not* met in existing conditions. If existing conditions were to remain (no-build), a traffic signal would be warranted at the intersection by 2050. In 2050 build conditions, the Eight-Hour Vehicular Volume and the Four-Hour Vehicular Volume Warrants were *not* met, while the Peak Hour Volume Warrant was met. However, due to this intersection existing in a rural area with a relatively small average daily traffic volume, no signal is recommended at this intersection. Signal warrant analysis results summarized in **Table 8** and are included in **Appendix D**.

Table 7: 2009 MUTCD Signal Warrant Analysis Results

| Warrant No. | Name | Satisfied | | |
|-------------|-----------------------------|---------------|---------------|------------|
| | | 2023 Existing | 2050 No-Build | 2050 Build |
| 1 | Eight-Hour Vehicular Volume | No | Yes | No |
| 2 | Four-Hour Vehicular Volume | No | Yes | No |
| 3 | Peak Hour Volume | No | Yes | Yes |

ALTERNATIVE INTERSECTION GEOMETRY

Along with a no-build assessment, the following section summarizes the alternative geometry evaluated for the intersection of Dome Valley Road/County 3rd Street. Signal warrants were not met in 2050 Build conditions, therefore a signal was not analyzed for this intersection.

Alternative 1 Stop Controlled: This alternatives assumes, two-northbound through lanes and one right-turn lane, two southbound lanes and exclusive left-turn lane. The westbound approach will continue to be the stop-controlled approach of this intersection with one shared right/left turn lane. **Figure 9** provides shows the intersection configuration and control.



Figure 9 - Alternative 1 – Stop Controlled Intersection

Alternative 2 Green-T Intersection: To develop the Green-T geometry, the geometry for Alternative 1 is modified to provide an exclusive acceleration lane in the inside median of the southbound lane, south of Dome Valley Road. This lane will provide sufficient distance for traffic turning left-turning traffic from Dome Valley Road to accelerate and merge with southbound traffic on US 95. For this option the westbound approach of Dome Valley Road will continue to operate with a stop sign, and will stop only for northbound through traffic and southbound left-turn from US 95 traffic. For this option, the westbound approach was assumed to provide one left-turn lane and one right-turn lane.

The westbound approach would find a gap in oncoming northbound traffic and southbound left turning traffic *only* to perform an egress movement. The westbound left turning traffic would travel on a dedicated acceleration lane and then merge with southbound traffic. **Figure 10** provides the intersection configuration and control.



Figure 10 - Alternative 2- Green T Intersection

Alternative 3 Roundabout: The third alternative is two-lane roundabout. The northbound and southbound approaches will provide two lanes and the westbound approach will operate with one shared left/right lane. **Figure 11** provides the intersection configuration and control.



Figure 11 - Alternative 2

Future Conditions Alternatives Analysis

This section evaluates the level of service at the study intersection under future conditions. Final recommendations include revised geometry and phasing to accommodate the volumes projected in this analysis. Synchro reports are provided in **Appendix E**.

2050 NO-BUILD

Table 9 provides the LOS and queues assuming that no improvements are made to the intersection control or configuration with 2050 projected volumes.

Table 8: 2050 No-Build Level of Service & Queues

| LOS/Delay | EB | | | WB | | | NB | | | SB | | |
|-----------------|----|---|---|-------|---|---|----|---|---|-----|---|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| No-Build | | | | | | | | | | | | |
| AM Peak | | | | B/13 | | | | - | - | A/9 | - | |
| PM Peak | | | | F/175 | | | | - | - | A/8 | - | |
| Queue (ft) | | | | 155' | | | | - | - | 25' | - | |

The 2050 no-build scenario shows the westbound approach will operate at LOS F in the PM peak hour. The increase in through volumes on US 95 causes delay on the minor approach, Dome Valley Rd/ County 3rd St, since vehicles will have a more difficult time finding a gap in through traffic to safely make a turn.

2050 BUILD ALTERNATIVES

Table 10 provides the LOS and queues for each of the alternatives described in the “Intersection Build Alternatives” section with 2050 projected volumes.

Table 9: 2050 Horizon Level of Service & Queues

| LOS/Delay | EB | | | WB | | | NB | | | SB | | |
|---------------------------------------|----|---|---|------|---|------|-----|-----|---|------|------|---|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Build Alternative 1 – Stop Controlled | | | | | | | | | | | | |
| AM Peak | | | | B/13 | | | | - | - | A/9 | - | |
| PM Peak | | | | D/30 | | | | - | - | A/8 | - | |
| Queue (ft) | | | | 50' | | | | - | - | 25' | - | |
| Build Alternative 2 – Green - T | | | | | | | | | | | | |
| AM Peak | | | | B/12 | | A/10 | | - | - | - | - | |
| PM Peak | | | | B/10 | | A/9 | | - | - | - | - | |
| Queue (ft) | | | | 25' | | 25' | | - | - | - | - | |
| Build Alternative 3 - Roundabout | | | | | | | | | | | | |
| AM Peak | | | | A/4 | | | A/4 | A/4 | | A/3 | A/3 | |
| PM Peak | | | | A/4 | | | A/4 | A/4 | | B/10 | B/11 | |

All the movements for every build alternative result in acceptable LOS (LOS D or better) for a 2050 Horizon year. The no-build scenario results in an unacceptable LOS F for the westbound movement during the PM Peak hour.

PREFERRED ALTERNATIVE

Although all alternatives analyzed will operate at an acceptable level of service, a brief evaluation of these intersection configuration alternatives from a traffic operations, safety and cost perspective follows.

- Alternative 1 Stop Controlled:** A stop controlled intersection will operate with acceptable LOS during peak periods and likely during off-peak times. However, there are safety concerns with the egress movement of vehicles from Dome Valley Road/County 3rd St making a left turn across a 4-lane divided roadway with high speeds. With an increase in traffic volumes on US95, vehicles will find it challenging to find an acceptable gap in traffic to perform a left turn lane. A two-stage left-turn lane may not be viable if the median width is not wide enough to provide refuge to passenger cars and especially heavy vehicles. Therefore, a stop-controlled intersection **is not recommended**.
- Alternative 2 Green T:** Green - T, intersection will operate with acceptable LOS during peak periods and likely during off-peak times. As previously mentioned, the

westbound approach would need to find a gap in oncoming northbound traffic and southbound left turning traffic *only* to perform an egress movement, resulting in less conflict points. The westbound left turning traffic would travel on a dedicated lane to accelerate and merge with southbound traffic downstream. With this alternative, the westbound left-turning volumes will have to assess gaps along the northbound traffic stream only. There is sufficient median width to provide sufficient acceleration lane to allow for traffic to accelerate and merge with the southbound traffic. This option will not create delays or stops for southbound US 95 traffic. Therefore, a Florida T intersection **is recommended**.

- **Alternative 3 Roundabout:** Optimum operations at a roundabout occurs when there is a balanced demand at all approaches of the roundabout. As shown in volume distribution layout, there is a heavy demand in northbound approach in the AM, and heavy demand in the southbound approach in the PM peak, with consistent demand in the westbound approach. Although there are no safety concerns with a roundabout, as a roundabout has the least amount of conflict points of the alternatives considered. This alternative will, slow down the southbound traffic during the peak hour, and will require lane acquisition for additional right-of-way to build a two-lane roundabout with a radius wide enough to accommodate heavy vehicle traffic. From a cost perspective, the consideration of a roundabout at this intersection is not cost effective. Therefore, a roundabout **is not recommended**.

Conclusion

This technical memorandum documents the traffic analysis findings for the Lindsay Road Improvements project between Hunt Highway and Ocotillo Road. These analysis findings are summarized below:

- The existing two-lane cross section on US 95 will operate at LOS D with future 2050 traffic volumes;
- The proposed four-lane cross-section on US 95 will accommodate calculated 2050 traffic volumes and operate at an acceptable LOS B;
- The 2023 Existing Conditions capacity analysis showed the study intersection operates at LOS B during the AM peak hour and LOS D during the PM peak hour;
- The 2050 no-build scenario, which uses projected 2050 volumes in existing lane configuration and control, showed that the study intersection will operate at LOS F in the PM peak hour; and
- It is recommended that the US 95 and Dome Valley Rd/County 3rd St be constructed as a Florida T, stop controlled intersection in the 2050 Build conditions.

Traffic Volume Results for the Noise Report

The Arizona Department of Transportation (ADOT) requires a Noise Report as a part of the Environmental Planning process which includes documentation of the following traffic volumes and vehicle classification percentages:

- Existing;
- No-Build; and
- Build (Improving US-95 to a four-lane principle arterial).

Average Daily Traffic

The 24-hour bi-directional volume data shown in **Table 1** was used as the 2023 Existing Average Annual Daily Traffic (AADT) volume for each study roadway segment. The calculated 2050 daily volumes shown in **Table 6** were used as the 2050 Build AADT volumes for every alternative. The 2023 Existing and 2050 No-Build and Build AADT volumes are shown in **Table 11**.

Peak Hour Volumes

The peak hour volumes shown in **Figure 3** and **Figure 8** were used as the peak hour volume shown in **Table 11** for 2023 Existing and 2050 No-Build and Build volumes, respectively. Peak hour vehicle classifications were subsequently calculated using the method described below.

Vehicle Classifications

For the purposes of this analysis, the 24-hour bi-directional volumes, which also included vehicle classification data, were divided into the following three vehicle classification categories:

- Passenger cars;
- Medium trucks; and
- Heavy trucks.

Traffic volumes along the entire study corridor were categorically classified using the Federal Highway Administration (FHWA) 13-Class classification scheme, where passenger cars are vehicles in FHWA Classes 1-4, medium trucks are vehicles in FHWA Class 5, and heavy trucks are vehicles in FHWA Classes 6-13. The percentage of each vehicle type was calculated for the study corridor as a whole, with passenger cars comprising 92% of all vehicles, medium trucks comprising 1% of all vehicles, and heavy trucks comprising 7% of all vehicles. These percentages were applied to the peak hour volumes for each study roadway segment to estimate the volume for each vehicle classification on each segment. No change in vehicle classification percentages is anticipated between 2023 and 2050.

The vehicle type percentages and resulting peak hour volumes are shown in **Table 11**.

Table 10: Noise Report Traffic Volume Data

| Summary of Results - 2023 Existing | | | | | |
|--|-------------|------------------|------------|----------|------------|
| Segment | AADT Volume | Peak Hour Volume | Cars (92%) | Med (1%) | Heavy (7%) |
| US - 95 North of County 3rd St | 6,585 | 291 | 268 | 3 | 20 |
| US - 95 South of County 3rd St | 7,521 | 825 | 759 | 8 | 58 |
| Summary of Results - 2050 (No-Build and Build) | | | | | |
| Segment | AADT Volume | Peak Hour Volume | Cars (92%) | Med (1%) | Heavy (7%) |
| US - 95 North of County 3rd St | 11,240 | 497 | 457 | 5 | 35 |
| US - 95 South of County 3rd St | 12,837 | 1,408 | 1,296 | 14 | 99 |

Air Quality Report Methodology & Results

Arizona Department Of Transportation (ADOT) requires an Air Quality Report as a part of the Environmental Planning process, which includes documentation of traffic projections and LOS analysis for the 2023 Existing (also known as 2023 Base), and 2050 Build scenarios.

Traffic Projections

The existing 2023 total average daily traffic (ADT) volumes (all vehicles combined), truck ADTs, and truck percentages for each study roadway segment were taken directly from the collected 2024 24-hour bi-directional volumes and FHWA vehicle classifications. The calculated 2050 ADTs for the Build scenarios were taken from **Table 6**. The 2024 truck percentages were applied to the 2050 ADTs to estimate the 2050 truck ADTs for the Build scenarios for each study roadway segment. The 2024 Existing, and 2050 Build results for each study roadway segment are shown in **Table 12**.

Table 11: Traffic Volumes and Truck Percentages for the Air Quality Report

| | 2023 Existing | 2050 Build |
|--|------------------|---------------|
| North of Co. 3rd St. | | |
| Total ADT | 6,585 | 11,240 |
| Truck ADT | 446 | 761 |
| Truck % | 6.8% | 6.8% |
| South of Co. 3rd St. | | |
| Total ADT | 7,521 | 12,837 |
| Truck ADT | 775 | 1,323 |
| Truck % | 10.3% | 10.3% |

While the overall truck percentage for the corridor is approximately 8% per the FHWA classification schema, it should be noted that the 8% value is comprised of 1% medium trucks and 7% heavy vehicle trucks. Medium trucks are defined as two-axle, six-tire vehicles, which include small single-unit delivery trucks as well as pick-up trucks with dual sets of back tires (known as a “dually”). Heavy trucks are defined as vehicles with three-axle to greater than six-axle vehicle commonly known as “freight trucks”. US 95 serves as a commercial or freight truck route that provides access between Interstate 8 (I-8) and I-10 and is built to accommodate heavy vehicles. Heavy vehicle percentages are consistent with the type of vehicle that is expected along this route.



Appendix A –2023 24-Hour Bi-Directional Traffic Volume Counts and Vehicle Classifications Data

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31894 Whitetail Ln.
Temecula, CA 92592
(520) 316-6745

Page 1

Site Code: Thurs 12/07/23
Station ID: 23-1574-002
US-95 north of County 3rd St
32.773487, -114.387509
Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | Bikes | Cars & Tlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|-------------|
| 12/07/23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 9 | 6 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 3 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 9 | 6 |
| 03:00 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 33 | 4 |
| 04:00 | 0 | 193 | 0 | 0 | 2 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 205 | 12 |
| 05:00 | 0 | 888 | 1 | 3 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 897 | 8 |
| 06:00 | 0 | 421 | 2 | 3 | 4 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 437 | 14 |
| 07:00 | 0 | 141 | 3 | 2 | 1 | 1 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 157 | 13 |
| 08:00 | 0 | 110 | 2 | 0 | 4 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 124 | 12 |
| 09:00 | 0 | 151 | 2 | 3 | 8 | 1 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 179 | 26 |
| 10:00 | 2 | 91 | 6 | 4 | 3 | 1 | 1 | 2 | 7 | 0 | 2 | 0 | 1 | 120 | 21 |
| 11:00 | 0 | 103 | 5 | 3 | 1 | 0 | 0 | 3 | 6 | 1 | 0 | 0 | 0 | 122 | 14 |
| 12 PM | 1 | 134 | 5 | 1 | 3 | 2 | 0 | 1 | 10 | 1 | 1 | 0 | 0 | 159 | 19 |
| 13:00 | 1 | 129 | 3 | 2 | 1 | 1 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 145 | 12 |
| 14:00 | 1 | 118 | 2 | 1 | 1 | 0 | 0 | 2 | 9 | 0 | 0 | 0 | 0 | 134 | 13 |
| 15:00 | 0 | 111 | 5 | 7 | 2 | 0 | 0 | 1 | 11 | 1 | 0 | 0 | 0 | 138 | 22 |
| 16:00 | 1 | 103 | 0 | 3 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 111 | 7 |
| 17:00 | 1 | 110 | 1 | 1 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 124 | 12 |
| 18:00 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 63 | 5 |
| 19:00 | 0 | 38 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 44 | 6 |
| 20:00 | 0 | 39 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 46 | 7 |
| 21:00 | 0 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 25 | 4 |
| 22:00 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 25 | 7 |
| 23:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 9 | 4 |
| Total | 7 | 3018 | 37 | 33 | 34 | 10 | 10 | 15 | 145 | 5 | 3 | 1 | 1 | 3319 | 257 |
| Percent | 0.2% | 90.9% | 1.1% | 1.0% | 1.0% | 0.3% | 0.3% | 0.5% | 4.4% | 0.2% | 0.1% | 0.0% | 0.0% | | 7.7% |
| AM Peak Vol. | 10:00 | 05:00 | 10:00 | 10:00 | 09:00 | 04:00 | 07:00 | 09:00 | 04:00 | 05:00 | 10:00 | | 10:00 | 05:00 | 09:00 |
| PM Peak Vol. | 2 | 888 | 6 | 4 | 8 | 1 | 3 | 4 | 9 | 1 | 2 | | 1 | 897 | 26 |
| PM Peak Vol. | 12:00 | 12:00 | 12:00 | 15:00 | 12:00 | 12:00 | | 14:00 | 15:00 | 12:00 | 12:00 | 13:00 | | 12:00 | 15:00 |
| Vol. | 1 | 134 | 5 | 7 | 3 | 2 | | 2 | 11 | 1 | 1 | 1 | | 159 | 22 |
| Grand Total | 7 | 3018 | 37 | 33 | 34 | 10 | 10 | 15 | 145 | 5 | 3 | 1 | 1 | 3319 | 257 |
| Percent | 0.2% | 90.9% | 1.1% | 1.0% | 1.0% | 0.3% | 0.3% | 0.5% | 4.4% | 0.2% | 0.1% | 0.0% | 0.0% | | 7.7% |

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31894 Whitetail Ln.
Temecula, CA 92592
(520) 316-6745

Page 2

Site Code: Thurs 12/07/23
Station ID: 23-1574-002
US-95 north of County 3rd St
32.773487, -114.387509
Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | Bikes | Cars & Tlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|-------------|-------|-------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|-------------|
| 12/07/23 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 14 | 7 |
| 01:00 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 2 |
| 02:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 1 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 3 |
| 04:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 2 |
| 05:00 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 1 |
| 06:00 | 0 | 35 | 0 | 3 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 45 | 10 |
| 07:00 | 1 | 75 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 81 | 4 |
| 08:00 | 2 | 86 | 3 | 2 | 1 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 102 | 11 |
| 09:00 | 0 | 125 | 3 | 1 | 6 | 3 | 3 | 1 | 10 | 0 | 0 | 0 | 0 | 152 | 24 |
| 10:00 | 1 | 119 | 7 | 7 | 3 | 1 | 6 | 2 | 9 | 0 | 0 | 0 | 0 | 155 | 28 |
| 11:00 | 0 | 166 | 3 | 6 | 6 | 1 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 192 | 23 |
| 12 PM | 1 | 149 | 3 | 5 | 2 | 0 | 1 | 3 | 11 | 0 | 0 | 0 | 0 | 175 | 22 |
| 13:00 | 0 | 152 | 3 | 1 | 3 | 0 | 0 | 1 | 15 | 1 | 2 | 0 | 0 | 178 | 23 |
| 14:00 | 6 | 200 | 8 | 7 | 4 | 1 | 0 | 2 | 13 | 0 | 0 | 0 | 0 | 241 | 27 |
| 15:00 | 6 | 399 | 7 | 6 | 3 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 436 | 24 |
| 16:00 | 3 | 804 | 3 | 3 | 2 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 825 | 15 |
| 17:00 | 3 | 321 | 1 | 3 | 2 | 2 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 338 | 13 |
| 18:00 | 0 | 117 | 1 | 0 | 3 | 3 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | 131 | 13 |
| 19:00 | 0 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 46 | 5 |
| 20:00 | 0 | 30 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 32 | 2 |
| 21:00 | 0 | 30 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 36 | 6 |
| 22:00 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 1 |
| 23:00 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 21 | 3 |
| Total | 23 | 2928 | 45 | 48 | 39 | 12 | 11 | 16 | 139 | 2 | 3 | 0 | 0 | 3266 | 270 |
| Percent | 0.7% | 89.7% | 1.4% | 1.5% | 1.2% | 0.4% | 0.3% | 0.5% | 4.3% | 0.1% | 0.1% | 0.0% | 0.0% | | 8.3% |
| AM Peak | 08:00 | 11:00 | 10:00 | 10:00 | 09:00 | 09:00 | 10:00 | 11:00 | 09:00 | | | | | 11:00 | 10:00 |
| Vol. | 2 | 166 | 7 | 7 | 6 | 3 | 6 | 3 | 10 | | | | | 192 | 28 |
| PM Peak | 14:00 | 16:00 | 14:00 | 14:00 | 14:00 | 18:00 | 12:00 | 12:00 | 13:00 | 13:00 | 13:00 | | | 16:00 | 14:00 |
| Vol. | 6 | 804 | 8 | 7 | 4 | 3 | 1 | 3 | 15 | 1 | 2 | | | 825 | 27 |
| Grand Total | 23 | 2928 | 45 | 48 | 39 | 12 | 11 | 16 | 139 | 2 | 3 | 0 | 0 | 3266 | 270 |
| Percent | 0.7% | 89.7% | 1.4% | 1.5% | 1.2% | 0.4% | 0.3% | 0.5% | 4.3% | 0.1% | 0.1% | 0.0% | 0.0% | | 8.3% |

Field Data Services of Arizona, Inc.

31894 Whitetail Ln.
Temecula, CA 92592
(520) 316-6745

Page 3

Site Code: Thurs 12/07/23
Station ID: 23-1574-002
US-95 north of County 3rd St
32.773487, -114.387509
Latitude: 0' 0.0000 Undefined

Northbound, Southbound

| Start Time | Bikes | Cars & Tlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|-------------|
| 12/07/23 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 23 | 13 |
| 01:00 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 11 | 5 |
| 02:00 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 19 | 7 |
| 03:00 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 37 | 7 |
| 04:00 | 0 | 198 | 0 | 0 | 2 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 212 | 14 |
| 05:00 | 0 | 903 | 1 | 3 | 1 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 913 | 9 |
| 06:00 | 0 | 456 | 2 | 6 | 5 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 482 | 24 |
| 07:00 | 1 | 216 | 4 | 4 | 1 | 1 | 3 | 1 | 7 | 0 | 0 | 0 | 0 | 238 | 17 |
| 08:00 | 2 | 196 | 5 | 2 | 5 | 1 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 226 | 23 |
| 09:00 | 0 | 276 | 5 | 4 | 14 | 4 | 6 | 5 | 17 | 0 | 0 | 0 | 0 | 331 | 50 |
| 10:00 | 3 | 210 | 13 | 11 | 6 | 2 | 7 | 4 | 16 | 0 | 2 | 0 | 1 | 275 | 49 |
| 11:00 | 0 | 269 | 8 | 9 | 7 | 1 | 0 | 6 | 13 | 1 | 0 | 0 | 0 | 314 | 37 |
| 12 PM | 2 | 283 | 8 | 6 | 5 | 2 | 1 | 4 | 21 | 1 | 1 | 0 | 0 | 334 | 41 |
| 13:00 | 1 | 281 | 6 | 3 | 4 | 1 | 0 | 2 | 21 | 1 | 2 | 1 | 0 | 323 | 35 |
| 14:00 | 7 | 318 | 10 | 8 | 5 | 1 | 0 | 4 | 22 | 0 | 0 | 0 | 0 | 375 | 40 |
| 15:00 | 6 | 510 | 12 | 13 | 5 | 0 | 0 | 2 | 25 | 1 | 0 | 0 | 0 | 574 | 46 |
| 16:00 | 4 | 907 | 3 | 6 | 3 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 936 | 22 |
| 17:00 | 4 | 431 | 2 | 4 | 2 | 2 | 0 | 1 | 16 | 0 | 0 | 0 | 0 | 462 | 25 |
| 18:00 | 0 | 175 | 1 | 0 | 3 | 3 | 0 | 1 | 8 | 2 | 1 | 0 | 0 | 194 | 18 |
| 19:00 | 0 | 77 | 2 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 90 | 11 |
| 20:00 | 0 | 69 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 78 | 9 |
| 21:00 | 0 | 51 | 0 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 61 | 10 |
| 22:00 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 47 | 8 |
| 23:00 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 30 | 7 |
| Total | 30 | 5946 | 82 | 81 | 73 | 22 | 21 | 31 | 284 | 7 | 6 | 1 | 1 | 6585 | 527 |
| Percent | 0.5% | 90.3% | 1.2% | 1.2% | 1.1% | 0.3% | 0.3% | 0.5% | 4.3% | 0.1% | 0.1% | 0.0% | 0.0% | | 8.0% |
| AM Peak Vol. | 10:00 | 05:00 | 10:00 | 10:00 | 09:00 | 09:00 | 10:00 | 11:00 | 09:00 | 05:00 | 10:00 | | 10:00 | 05:00 | 09:00 |
| PM Peak Vol. | 14:00 | 16:00 | 15:00 | 15:00 | 12:00 | 18:00 | 12:00 | 12:00 | 15:00 | 18:00 | 13:00 | 13:00 | | 16:00 | 15:00 |
| Grand Total | 30 | 5946 | 82 | 81 | 73 | 22 | 21 | 31 | 284 | 7 | 6 | 1 | 1 | 6585 | 527 |
| Percent | 0.5% | 90.3% | 1.2% | 1.2% | 1.1% | 0.3% | 0.3% | 0.5% | 4.3% | 0.1% | 0.1% | 0.0% | 0.0% | | 8.0% |

Field Data Services of Arizona, Inc.

31894 Whitetail Ln.
Temecula, CA 92592
(520) 316-6745

Page 1

Site Code: Thurs 12/07/23
Station ID: 23-1574-003
US-95 south of County 3rd St
32.771163, -114.389267
Latitude: 0' 0.0000 Undefined

Northbound

| Start Time | Bikes | Cars & Tlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|-------------|
| 12/07/23 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 12 | 9 |
| 01:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 3 |
| 02:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 12 | 6 |
| 03:00 | 0 | 50 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 55 | 5 |
| 04:00 | 0 | 200 | 0 | 9 | 2 | 1 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 225 | 25 |
| 05:00 | 0 | 884 | 1 | 6 | 1 | 2 | 0 | 0 | 2 | 1 | 2 | 2 | 0 | 901 | 16 |
| 06:00 | 0 | 459 | 2 | 8 | 6 | 4 | 0 | 1 | 7 | 0 | 1 | 1 | 0 | 489 | 28 |
| 07:00 | 0 | 171 | 3 | 3 | 4 | 2 | 5 | 1 | 5 | 0 | 3 | 5 | 0 | 202 | 28 |
| 08:00 | 0 | 127 | 2 | 0 | 4 | 1 | 8 | 0 | 4 | 0 | 3 | 4 | 0 | 153 | 24 |
| 09:00 | 0 | 172 | 2 | 5 | 10 | 1 | 8 | 5 | 8 | 0 | 4 | 8 | 0 | 223 | 49 |
| 10:00 | 2 | 101 | 7 | 4 | 5 | 1 | 7 | 3 | 7 | 0 | 4 | 1 | 1 | 143 | 33 |
| 11:00 | 0 | 125 | 4 | 3 | 4 | 1 | 5 | 5 | 6 | 1 | 3 | 2 | 0 | 159 | 30 |
| 12 PM | 1 | 146 | 4 | 2 | 5 | 2 | 6 | 2 | 13 | 5 | 1 | 0 | 0 | 187 | 36 |
| 13:00 | 2 | 142 | 3 | 3 | 5 | 0 | 5 | 2 | 10 | 3 | 0 | 0 | 0 | 175 | 28 |
| 14:00 | 1 | 139 | 2 | 1 | 2 | 1 | 0 | 4 | 12 | 4 | 0 | 0 | 0 | 166 | 24 |
| 15:00 | 0 | 127 | 5 | 7 | 3 | 1 | 0 | 2 | 18 | 2 | 0 | 0 | 0 | 165 | 33 |
| 16:00 | 1 | 115 | 0 | 4 | 4 | 0 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 131 | 15 |
| 17:00 | 1 | 130 | 1 | 1 | 1 | 0 | 0 | 1 | 15 | 1 | 0 | 0 | 0 | 151 | 19 |
| 18:00 | 0 | 63 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 72 | 9 |
| 19:00 | 0 | 46 | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 55 | 9 |
| 20:00 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 51 | 9 |
| 21:00 | 0 | 23 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 28 | 5 |
| 22:00 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 27 | 7 |
| 23:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 9 | 4 |
| Total | 8 | 3299 | 36 | 57 | 59 | 18 | 45 | 28 | 179 | 20 | 23 | 24 | 1 | 3797 | 454 |
| Percent | 0.2% | 86.9% | 0.9% | 1.5% | 1.6% | 0.5% | 1.2% | 0.7% | 4.7% | 0.5% | 0.6% | 0.6% | 0.0% | | 12.0% |
| AM Peak Vol. | 10:00 | 05:00 | 10:00 | 04:00 | 09:00 | 06:00 | 08:00 | 09:00 | 04:00 | 05:00 | 09:00 | 09:00 | 10:00 | 05:00 | 09:00 |
| PM Peak Vol. | 13:00 | 12:00 | 15:00 | 15:00 | 12:00 | 12:00 | 12:00 | 14:00 | 15:00 | 12:00 | 12:00 | | | 12:00 | 12:00 |
| Grand Total | 8 | 3299 | 36 | 57 | 59 | 18 | 45 | 28 | 179 | 20 | 23 | 24 | 1 | 3797 | 454 |
| Percent | 0.2% | 86.9% | 0.9% | 1.5% | 1.6% | 0.5% | 1.2% | 0.7% | 4.7% | 0.5% | 0.6% | 0.6% | 0.0% | | 12.0% |

Field Data Services of Arizona, Inc.

31894 Whitetail Ln.
Temecula, CA 92592
(520) 316-6745

Page 2

Site Code: Thurs 12/07/23
Station ID: 23-1574-003
US-95 south of County 3rd St
32.771163, -114.389267
Latitude: 0' 0.0000 Undefined

Southbound

| Start Time | Bikes | Cars & Tlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|-------------|-------|-------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|-------------|
| 12/07/23 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 15 | 8 |
| 01:00 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 2 |
| 02:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 | 1 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 6 | 4 |
| 04:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 12 | 3 |
| 05:00 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 19 | 4 |
| 06:00 | 0 | 48 | 0 | 4 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 4 | 0 | 64 | 16 |
| 07:00 | 1 | 93 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 0 | 108 | 14 |
| 08:00 | 2 | 104 | 3 | 3 | 3 | 1 | 6 | 0 | 6 | 0 | 3 | 5 | 0 | 136 | 27 |
| 09:00 | 0 | 135 | 3 | 3 | 6 | 4 | 9 | 1 | 9 | 0 | 5 | 3 | 0 | 178 | 40 |
| 10:00 | 1 | 142 | 7 | 8 | 4 | 2 | 11 | 2 | 9 | 0 | 4 | 8 | 0 | 198 | 48 |
| 11:00 | 0 | 183 | 3 | 7 | 6 | 1 | 5 | 4 | 8 | 0 | 2 | 2 | 0 | 221 | 35 |
| 12 PM | 1 | 173 | 3 | 7 | 4 | 0 | 7 | 3 | 13 | 3 | 2 | 0 | 0 | 216 | 39 |
| 13:00 | 3 | 175 | 3 | 1 | 3 | 2 | 6 | 2 | 17 | 2 | 3 | 0 | 0 | 217 | 36 |
| 14:00 | 6 | 223 | 8 | 14 | 5 | 2 | 0 | 2 | 14 | 2 | 0 | 0 | 0 | 276 | 39 |
| 15:00 | 4 | 427 | 7 | 7 | 4 | 1 | 0 | 4 | 16 | 2 | 2 | 0 | 0 | 474 | 36 |
| 16:00 | 4 | 819 | 2 | 6 | 5 | 1 | 0 | 3 | 9 | 0 | 1 | 0 | 0 | 850 | 25 |
| 17:00 | 3 | 358 | 1 | 3 | 5 | 3 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 381 | 19 |
| 18:00 | 0 | 131 | 3 | 0 | 4 | 3 | 0 | 3 | 4 | 2 | 1 | 0 | 0 | 151 | 17 |
| 19:00 | 0 | 46 | 2 | 1 | 1 | 1 | 0 | 1 | 6 | 0 | 2 | 0 | 0 | 60 | 12 |
| 20:00 | 0 | 30 | 1 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 36 | 5 |
| 21:00 | 0 | 30 | 0 | 0 | 1 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 39 | 9 |
| 22:00 | 0 | 21 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 25 | 4 |
| 23:00 | 0 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 24 | 5 |
| Total | 25 | 3205 | 46 | 70 | 57 | 25 | 44 | 27 | 157 | 11 | 29 | 28 | 0 | 3724 | 448 |
| Percent | 0.7% | 86.1% | 1.2% | 1.9% | 1.5% | 0.7% | 1.2% | 0.7% | 4.2% | 0.3% | 0.8% | 0.8% | 0.0% | | 12.0% |
| AM Peak | 08:00 | 11:00 | 10:00 | 10:00 | 09:00 | 09:00 | 10:00 | 11:00 | 09:00 | | 09:00 | 10:00 | | 11:00 | 10:00 |
| Vol. | 2 | 183 | 7 | 8 | 6 | 4 | 11 | 4 | 9 | | 5 | 8 | | 221 | 48 |
| PM Peak | 14:00 | 16:00 | 14:00 | 14:00 | 14:00 | 17:00 | 12:00 | 15:00 | 13:00 | 12:00 | 13:00 | | | 16:00 | 12:00 |
| Vol. | 6 | 819 | 8 | 14 | 5 | 3 | 7 | 4 | 17 | 3 | 3 | | | 850 | 39 |
| Grand Total | 25 | 3205 | 46 | 70 | 57 | 25 | 44 | 27 | 157 | 11 | 29 | 28 | 0 | 3724 | 448 |
| Percent | 0.7% | 86.1% | 1.2% | 1.9% | 1.5% | 0.7% | 1.2% | 0.7% | 4.2% | 0.3% | 0.8% | 0.8% | 0.0% | | 12.0% |

Field Data Services of Arizona, Inc.

31894 Whitetail Ln.
Temecula, CA 92592
(520) 316-6745

Page 3

Site Code: Thurs 12/07/23
Station ID: 23-1574-003
US-95 south of County 3rd St
32.771163, -114.389267
Latitude: 0' 0.0000 Undefined

Northbound, Southbound

| Start Time | Bikes | Cars & Tlrs | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axl Double | 5 Axle Double | >6 Axl Double | <6 Axl Multi | 6 Axle Multi | >6 Axl Multi | Total | Truck Total |
|--------------|-------|-------------|-------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|-------|-------------|
| 12/07/23 | 0 | 10 | 0 | 2 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 27 | 17 |
| 01:00 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 14 | 5 |
| 02:00 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 22 | 7 |
| 03:00 | 0 | 52 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 61 | 9 |
| 04:00 | 0 | 209 | 0 | 9 | 2 | 1 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 237 | 28 |
| 05:00 | 0 | 899 | 1 | 6 | 1 | 3 | 0 | 0 | 4 | 1 | 2 | 3 | 0 | 920 | 20 |
| 06:00 | 0 | 507 | 2 | 12 | 7 | 4 | 0 | 1 | 13 | 0 | 2 | 5 | 0 | 553 | 44 |
| 07:00 | 1 | 264 | 3 | 7 | 4 | 2 | 5 | 1 | 7 | 0 | 6 | 10 | 0 | 310 | 42 |
| 08:00 | 2 | 231 | 5 | 3 | 7 | 2 | 14 | 0 | 10 | 0 | 6 | 9 | 0 | 289 | 51 |
| 09:00 | 0 | 307 | 5 | 8 | 16 | 5 | 17 | 6 | 17 | 0 | 9 | 11 | 0 | 401 | 89 |
| 10:00 | 3 | 243 | 14 | 12 | 9 | 3 | 18 | 5 | 16 | 0 | 8 | 9 | 1 | 341 | 81 |
| 11:00 | 0 | 308 | 7 | 10 | 10 | 2 | 10 | 9 | 14 | 1 | 5 | 4 | 0 | 380 | 65 |
| 12 PM | 2 | 319 | 7 | 9 | 9 | 2 | 13 | 5 | 26 | 8 | 3 | 0 | 0 | 403 | 75 |
| 13:00 | 5 | 317 | 6 | 4 | 8 | 2 | 11 | 4 | 27 | 5 | 3 | 0 | 0 | 392 | 64 |
| 14:00 | 7 | 362 | 10 | 15 | 7 | 3 | 0 | 6 | 26 | 6 | 0 | 0 | 0 | 442 | 63 |
| 15:00 | 4 | 554 | 12 | 14 | 7 | 2 | 0 | 6 | 34 | 4 | 2 | 0 | 0 | 639 | 69 |
| 16:00 | 5 | 934 | 2 | 10 | 9 | 1 | 0 | 4 | 13 | 2 | 1 | 0 | 0 | 981 | 40 |
| 17:00 | 4 | 488 | 2 | 4 | 6 | 3 | 0 | 2 | 22 | 1 | 0 | 0 | 0 | 532 | 38 |
| 18:00 | 0 | 194 | 3 | 0 | 5 | 3 | 1 | 3 | 10 | 3 | 1 | 0 | 0 | 223 | 26 |
| 19:00 | 0 | 92 | 2 | 1 | 2 | 2 | 0 | 1 | 12 | 0 | 3 | 0 | 0 | 115 | 21 |
| 20:00 | 0 | 72 | 1 | 0 | 2 | 0 | 0 | 1 | 10 | 0 | 1 | 0 | 0 | 87 | 14 |
| 21:00 | 0 | 53 | 0 | 0 | 2 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 67 | 14 |
| 22:00 | 0 | 41 | 0 | 0 | 1 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 52 | 11 |
| 23:00 | 0 | 24 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 33 | 9 |
| Total | 33 | 6504 | 82 | 127 | 116 | 43 | 89 | 55 | 336 | 31 | 52 | 52 | 1 | 7521 | 902 |
| Percent | 0.4% | 86.5% | 1.1% | 1.7% | 1.5% | 0.6% | 1.2% | 0.7% | 4.5% | 0.4% | 0.7% | 0.7% | 0.0% | | 12.0% |
| AM Peak Vol. | 10:00 | 05:00 | 10:00 | 06:00 | 09:00 | 09:00 | 10:00 | 11:00 | 09:00 | 05:00 | 09:00 | 09:00 | 10:00 | 05:00 | 09:00 |
| | 3 | 899 | 14 | 12 | 16 | 5 | 18 | 9 | 17 | 1 | 9 | 11 | 1 | 920 | 89 |
| PM Peak Vol. | 14:00 | 16:00 | 15:00 | 14:00 | 12:00 | 14:00 | 12:00 | 14:00 | 15:00 | 12:00 | 12:00 | | | 16:00 | 12:00 |
| | 7 | 934 | 12 | 15 | 9 | 3 | 13 | 6 | 34 | 8 | 3 | | | 981 | 75 |
| Grand Total | 33 | 6504 | 82 | 127 | 116 | 43 | 89 | 55 | 336 | 31 | 52 | 52 | 1 | 7521 | 902 |
| Percent | 0.4% | 86.5% | 1.1% | 1.7% | 1.5% | 0.6% | 1.2% | 0.7% | 4.5% | 0.4% | 0.7% | 0.7% | 0.0% | | 12.0% |



Appendix B – 2023 Turning Movement Count Data

N-S STREET: **US-95** DATE: **12/07/23** LOCATION: **Yuma**
 E-W STREET: **County 3rd St** DAY: **THURSDAY** PROJECT#: **23-1574-001**

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|----------|------------|----|----|------------|----|----|-----------|----|----|-----------|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 6:00 AM | | | | | | | | | | | | | |
| 6:15 AM | | | | | | | | | | | | | |
| 6:30 AM | 0 | 89 | 18 | 0 | 9 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 125 |
| 6:45 AM | 0 | 58 | 14 | 0 | 17 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 94 |
| 7:00 AM | 0 | 37 | 5 | 1 | 11 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 57 |
| 7:15 AM | 0 | 53 | 17 | 1 | 28 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 107 |
| 7:30 AM | 0 | 44 | 9 | 2 | 20 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 90 |
| 7:45 AM | 0 | 23 | 14 | 1 | 17 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 61 |
| 8:00 AM | 0 | 33 | 8 | 0 | 20 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 77 |
| 8:15 AM | 0 | 29 | 8 | 3 | 32 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 85 |
| 8:30 AM | | | | | | | | | | | | | |
| 8:45 AM | | | | | | | | | | | | | |
| 9:00 AM | | | | | | | | | | | | | |
| 9:15 AM | | | | | | | | | | | | | |
| 9:30 AM | | | | | | | | | | | | | |
| 9:45 AM | | | | | | | | | | | | | |
| 10:00 AM | | | | | | | | | | | | | |
| 10:15 AM | | | | | | | | | | | | | |
| 10:30 AM | | | | | | | | | | | | | |
| 10:45 AM | | | | | | | | | | | | | |
| 11:00 AM | | | | | | | | | | | | | |
| 11:15 AM | | | | | | | | | | | | | |
| 11:30 AM | | | | | | | | | | | | | |
| 11:45 AM | | | | | | | | | | | | | |

| TOTAL | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|------------|------|-------|-------|------|-------|------|------|------|------|-------|------|------|-------|
| Volumes | 0 | 366 | 93 | 8 | 154 | 0 | 0 | 0 | 0 | 69 | 0 | 6 | 696 |
| Approach % | 0.00 | 79.74 | 20.26 | 4.94 | 95.06 | 0.00 | #### | #### | #### | 92.00 | 0.00 | 8.00 | |
| App/Depart | 459 | / | 372 | 162 | / | 223 | 0 | / | 101 | 75 | / | 0 | |

AM Peak Hr Begins at: 630 AM

| | | | | | | | | | | | | | |
|------------|------|-------|-------|------|-------|------|------|------|------|-------|------|-------|-----|
| PEAK | | | | | | | | | | | | | |
| Volumes | 0 | 237 | 54 | 2 | 65 | 0 | 0 | 0 | 0 | 22 | 0 | 3 | 383 |
| Approach % | 0.00 | 81.44 | 18.56 | 2.99 | 97.01 | 0.00 | #### | #### | #### | 88.00 | 0.00 | 12.00 | |

| | | | | | | | | | | | | | |
|----------|--|-------|--|-------|--|--|-------|--|--|-------|--|-------|--|
| PEAK HR. | | | | | | | | | | | | | |
| FACTOR: | | 0.680 | | 0.578 | | | 0.000 | | | 0.694 | | 0.766 | |

CONTROL: **1-Way Stop (WB)**
 COMMENT 1: **0**
 GPS: **32.772282, -114.388405**

| | | | | | |
|--------|------|-------|----|-----|----|
| HOURS: | | FROM: | | TO: | |
| | AM | 700 | AM | 900 | AM |
| | NOON | | | | |
| | PM | 400 | PM | 600 | PM |



FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745



veracitytrafficgroup

N-S STREET: **US-95** DATE: **12/07/23** LOCATION: **Yuma**
E-W STREET: **County 3rd St** DAY: **THURSDAY** PROJECT#: **23-1574-001**

| | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | | |
|---------|------------|----|----|------------|-----|----|-----------|----|----|-----------|----|----|-------|
| | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
| LANES: | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | |
| 1:00 PM | | | | | | | | | | | | | |
| 1:15 PM | | | | | | | | | | | | | |
| 1:30 PM | | | | | | | | | | | | | |
| 1:45 PM | | | | | | | | | | | | | |
| 2:00 PM | | | | | | | | | | | | | |
| 2:15 PM | | | | | | | | | | | | | |
| 2:30 PM | | | | | | | | | | | | | |
| 2:45 PM | | | | | | | | | | | | | |
| 3:00 PM | | | | | | | | | | | | | |
| 3:15 PM | | | | | | | | | | | | | |
| 3:30 PM | | | | | | | | | | | | | |
| 3:45 PM | | | | | | | | | | | | | |
| 4:00 PM | 0 | 24 | 7 | 4 | 151 | 0 | 0 | 0 | 0 | 13 | 0 | 1 | 200 |
| 4:15 PM | 0 | 33 | 3 | 4 | 153 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 202 |
| 4:30 PM | 0 | 23 | 7 | 9 | 327 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 376 |
| 4:45 PM | 0 | 26 | 8 | 5 | 172 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 230 |
| 5:00 PM | 0 | 26 | 10 | 1 | 139 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 186 |
| 5:15 PM | 0 | 27 | 8 | 3 | 88 | 0 | 0 | 0 | 0 | 10 | 0 | 1 | 137 |
| 5:30 PM | 0 | 29 | 6 | 1 | 61 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 113 |
| 5:45 PM | 0 | 41 | 4 | 1 | 44 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 103 |
| 6:00 PM | | | | | | | | | | | | | |
| 6:15 PM | | | | | | | | | | | | | |
| 6:30 PM | | | | | | | | | | | | | |
| 6:45 PM | | | | | | | | | | | | | |

| TOTAL | NL | NT | NR | SL | ST | SR | EL | ET | ER | WL | WT | WR | TOTAL |
|------------|------|-------|-------|------|-------|------|------|------|------|-------|------|------|-------|
| Volumes | 0 | 229 | 53 | 28 | 1135 | 0 | 0 | 0 | 0 | 96 | 0 | 6 | 1547 |
| Approach % | 0.00 | 81.21 | 18.79 | 2.41 | 97.59 | 0.00 | #### | #### | #### | 94.12 | 0.00 | 5.88 | |
| App/Depart | 282 | / | 235 | 1163 | / | 1231 | 0 | / | 81 | 102 | / | 0 | |

PM Peak Hr Begins at: 400 PM

| | | | | | | | | | | | | | |
|------------|------|-------|-------|------|-------|------|------|------|------|-------|------|------|------|
| PEAK | | | | | | | | | | | | | |
| Volumes | 0 | 106 | 25 | 22 | 803 | 0 | 0 | 0 | 0 | 47 | 0 | 5 | 1008 |
| Approach % | 0.00 | 80.92 | 19.08 | 2.67 | 97.33 | 0.00 | #### | #### | #### | 90.38 | 0.00 | 9.62 | |

| | | | | | | | | | | | | | |
|----------|-------|-------|-------|-------|-------|--|--|--|--|--|--|--|--|
| PEAK HR. | | | | | | | | | | | | | |
| FACTOR: | 0.910 | 0.614 | 0.000 | 0.684 | 0.670 | | | | | | | | |

CONTROL: **1-Way Stop (WB)**
COMMENT 1: **0**
GPS: **32.772282, -114.388405**
HOURS:

| | FROM: | | TO: | |
|------|-------|----|-----|----|
| AM | 630 | AM | 830 | AM |
| NOON | 0 | 0 | 0 | 0 |
| PM | 400 | PM | 600 | PM |



Appendix C –Existing Synchro Reports

HCM 6th TWSC

1: US-95 & Dome Road

02/01/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↔↔ | | ↑ | ↑ | ↔ | ↑ |
| Traffic Vol, veh/h | 115 | 10 | 397 | 90 | 3 | 109 |
| Future Vol, veh/h | 115 | 10 | 397 | 90 | 3 | 109 |
| 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 | - | - | 315 | 350 | - |
| 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 | 125 | 11 | 432 | 98 | 3 | 118 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 556 | 432 | 0 |
| Stage 1 | 432 | - | - |
| Stage 2 | 124 | - | - |
| Critical Hdwy | 6.42 | 6.22 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - |
| Pot Cap-1 Maneuver | 492 | 624 | - |
| Stage 1 | 655 | - | - |
| Stage 2 | 902 | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 491 | 624 | - |
| Mov Cap-2 Maneuver | 491 | - | - |
| Stage 1 | 655 | - | - |
| Stage 2 | 899 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 14.9 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 500 | 1037 |
| HCM Lane V/C Ratio | - | - | 0.272 | 0.003 |
| HCM Control Delay (s) | - | - | 14.9 | 8.5 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 1.1 | 0 |

HCM 6th TWSC

1: US-95 & Dome Road

02/01/2024

| Intersection | | | | | | |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh | 2.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↔↔ | | ↑ | ↔ | ↔ | ↑ |
| Traffic Vol, veh/h | 96 | 6 | 106 | 25 | 22 | 803 |
| Future Vol, veh/h | 96 | 6 | 106 | 25 | 22 | 803 |
| 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 | - | - | 315 | 350 | - |
| 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 | 104 | 7 | 115 | 27 | 24 | 873 |
| Major/Minor | Minor1 | Major1 | Major2 | | | |
| Conflicting Flow All | 1036 | 115 | 0 | 0 | 142 | 0 |
| Stage 1 | 115 | - | - | - | - | - |
| Stage 2 | 921 | - | - | - | - | - |
| 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 | 256 | 937 | - | - | 1441 | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 388 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 252 | 937 | - | - | 1441 | - |
| Mov Cap-2 Maneuver | 252 | - | - | - | - | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 381 | - | - | - | - | - |
| Approach | WB | NB | SB | | | |
| HCM Control Delay, s | 28.3 | 0 | 0.2 | | | |
| HCM LOS | D | | | | | |
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT | | |
| Capacity (veh/h) | - | - | 263 | 1441 | - | |
| HCM Lane V/C Ratio | - | - | 0.422 | 0.017 | - | |
| HCM Control Delay (s) | - | - | 28.3 | 7.5 | - | |
| HCM Lane LOS | - | - | D | A | - | |
| HCM 95th %tile Q(veh) | - | - | 2 | 0.1 | - | |



Appendix D – Signal Warrant Analyses

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2009 MUTCD)

MAJOR STREET:US 95NB SB# OF APPROACH LANES:1

MINOR STREET:Dome Valley Road/CountEB WB# OF APPROACH LANES:1

CITY, STATE:Yuma, Arizona

COMMENTS:2024

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):Y

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N)Y

| | | | MAJOR ST TWO-WAY TRAFFIC | MINOR ST TRAFFIC HEAVY LEG | WARRANT 1 - Condition A, Part 1 | | | WARRANT 1 - Condition B, Part 1 | | | WARRANT 1 - Condition A, Part 2 | | | WARRANT 1 - Condition B, Part 2 | | | WARRANT 2 Four-Hour | WARRANT 3 Peak Hour |
|------------------|----|----------|--------------------------------|----------------------------------|---------------------------------|----------------|-------------|---------------------------------|----------------|-------------|---|----------------|-------------|---------------------------------|----------------|-------------|------------------------|------------------------|
| | | | | | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | | |
| THRESHOLD VALUES | | | | | 350 | 105 | | 525 | 53 | | 280 | 84 | | 420 | 42 | | | |
| 06:00 AM | TO | 07:00 AM | 912 | 48 | Y | | | Y | | | Y | | | Y | Y | Y | | |
| 07:00 AM | TO | 08:00 AM | 484 | 50 | Y | | | | | | Y | | | Y | Y | Y | | |
| 08:00 AM | TO | 09:00 AM | 437 | 89 | Y | | | | Y | | Y | Y | Y | Y | Y | Y | | |
| 09:00 AM | TO | 10:00 AM | 641 | 80 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | | |
| 10:00 AM | TO | 11:00 AM | 510 | 73 | Y | | | | Y | | Y | | | Y | Y | Y | | |
| 11:00 AM | TO | 12:00 PM | 600 | 65 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | | |
| 12:00 PM | TO | 01:00 PM | 619 | 59 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | | |
| 01:00 PM | TO | 02:00 PM | 603 | 65 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | | |
| 02:00 PM | TO | 03:00 PM | 696 | 72 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | Y | |
| 03:00 PM | TO | 04:00 PM | 1,027 | 73 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | Y | |
| 04:00 PM | TO | 05:00 PM | 1,633 | 80 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | Y | Y |
| 05:00 PM | TO | 06:00 PM | 835 | 77 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | Y | |
| 06:00 PM | TO | 07:00 PM | 347 | 0 | | | | | | | Y | | | | | | | |
| 07:00 PM | TO | 08:00 PM | 173 | 0 | | | | | | | | | | | | | | |
| 08:00 PM | TO | 09:00 PM | 143 | 0 | | | | | | | | | | | | | | |
| 09:00 PM | TO | 10:00 PM | 110 | 0 | | | | | | | | | | | | | | |
| | | | 9,770 | 831 | 12 | 0 | 0 | 9 | 10 | 8 | 13 | 1 | 1 | 12 | 12 | 12 | 4 | 1 |
| | | | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED for both Condition A & B | | | | | | 4 HRS NEEDED | 1 HR NEEDED |
| | | | | | NOT SATISFIED | | | SATISFIED | | | NOT SATISFIED | | | | | | SATISFIED | SATISFIED |

04/08/24

Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2009 MUTCD)

MAJOR STREET:US 95NB SB# OF APPROACH LANES:2

MINOR STREET:Dome Valley Road/CountEB WB# OF APPROACH LANES:1

CITY, STATE:Yuma, Arizona

COMMENTS:2024

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):Y

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):Y

| | | | MAJOR ST TWO-WAY TRAFFIC | MINOR ST TRAFFIC HEAVY LEG | WARRANT 1 - Condition A, Part 1 | | | WARRANT 1 - Condition B, Part 1 | | | WARRANT 1 - Condition A, Part 2 | | | WARRANT 1 - Condition B, Part 2 | | | WARRANT 2 Four-Hour | WARRANT 3 Peak Hour |
|------------------|----|----------|--------------------------------|----------------------------------|---------------------------------|----------------|-------------|---------------------------------|----------------|-------------|---|----------------|-------------|---------------------------------|----------------|-------------|------------------------|------------------------|
| | | | | | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | MAIN LINE | SIDE STREET | BOTH MET | | |
| THRESHOLD VALUES | | | | | 420 | 105 | | 630 | 53 | | 336 | 84 | | 504 | 42 | | | |
| 06:00 AM | TO | 07:00 AM | 912 | 48 | Y | | | Y | | | Y | | | Y | Y | Y | | |
| 07:00 AM | TO | 08:00 AM | 484 | 50 | Y | | | | | | Y | | | | Y | | | |
| 08:00 AM | TO | 09:00 AM | 437 | 89 | Y | | | | Y | | Y | Y | Y | | Y | | | |
| 09:00 AM | TO | 10:00 AM | 641 | 80 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | | |
| 10:00 AM | TO | 11:00 AM | 510 | 73 | Y | | | | Y | | Y | | | Y | Y | Y | | |
| 11:00 AM | TO | 12:00 PM | 600 | 65 | Y | | | | Y | | Y | | | Y | Y | Y | | |
| 12:00 PM | TO | 01:00 PM | 619 | 59 | Y | | | | Y | | Y | | | Y | Y | Y | | |
| 01:00 PM | TO | 02:00 PM | 603 | 65 | Y | | | | Y | | Y | | | Y | Y | Y | | |
| 02:00 PM | TO | 03:00 PM | 696 | 72 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | | |
| 03:00 PM | TO | 04:00 PM | 1,027 | 73 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | Y | |
| 04:00 PM | TO | 05:00 PM | 1,633 | 80 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | Y | Y |
| 05:00 PM | TO | 06:00 PM | 835 | 77 | Y | | | Y | Y | Y | Y | | | Y | Y | Y | Y | |
| 06:00 PM | TO | 07:00 PM | 347 | 14 | | | | | | | Y | | | | | | | |
| 07:00 PM | TO | 08:00 PM | 173 | 14 | | | | | | | | | | | | | | |
| 08:00 PM | TO | 09:00 PM | 143 | 15 | | | | | | | | | | | | | | |
| 09:00 PM | TO | 10:00 PM | 110 | 16 | | | | | | | | | | | | | | |
| | | | 9,770 | 890 | 12 | 0 | 0 | 6 | 10 | 5 | 13 | 1 | 1 | 10 | 12 | 10 | 3 | 1 |
| | | | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED | | | 8 HOURS NEEDED for both Condition A & B | | | | | | 4 HRS NEEDED | 1 HR NEEDED |
| | | | | | NOT SATISFIED | | | NOT SATISFIED | | | NOT SATISFIED | | | | | | NOT SATISFIED | SATISFIED |

04/08/24

Kimley-Horn and Associates



Appendix E – 2050 Synchro Reports

HCM 6th TWSC

1: US-95 & Dome Road

03/11/2024

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↔↔ | | ↑ | ↑ | ↔ | ↑ |
| Traffic Vol, veh/h | 38 | 5 | 405 | 92 | 4 | 111 |
| Future Vol, veh/h | 38 | 5 | 405 | 92 | 4 | 111 |
| 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 | - | - | 315 | 350 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 41 | 5 | 440 | 100 | 4 | 121 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 569 | 440 | 0 | 0 | 540 | 0 |
| Stage 1 | 440 | - | - | - | - | - |
| Stage 2 | 129 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.3 | - | - | 4.2 | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.39 | - | - | 2.29 | - |
| Pot Cap-1 Maneuver | 470 | 601 | - | - | 989 | - |
| Stage 1 | 633 | - | - | - | - | - |
| Stage 2 | 878 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 468 | 601 | - | - | 989 | - |
| Mov Cap-2 Maneuver | 468 | - | - | - | - | - |
| Stage 1 | 633 | - | - | - | - | - |
| Stage 2 | 874 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 13.3 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 480 | 989 |
| HCM Lane V/C Ratio | - | - | 0.097 | 0.004 |
| HCM Control Delay (s) | - | - | 13.3 | 8.7 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 |






HCM 6th TWSC

1: US-95 & Dome Road

03/11/2024

Intersection

Int Delay, s/veh 9.2

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|---|------|---|---|---|---|
| Lane Configurations |  | |  |  |  |  |
| Traffic Vol, veh/h | 80 | 9 | 181 | 43 | 43 | 1371 |
| Future Vol, veh/h | 80 | 9 | 181 | 43 | 43 | 1371 |
| 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 | - | - | 315 | 350 | - |
| 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 | 87 | 10 | 197 | 47 | 47 | 1490 |






| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1781 | 197 | 0 |
| Stage 1 | 197 | - | - |
| Stage 2 | 1584 | - | - |
| Critical Hdwy | 6.42 | 6.22 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - |
| Pot Cap-1 Maneuver | 90 | 844 | - |
| Stage 1 | 836 | - | - |
| Stage 2 | 185 | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 87 | 844 | - |
| Mov Cap-2 Maneuver | 87 | - | - |
| Stage 1 | 836 | - | - |
| Stage 2 | 178 | - | - |

| Approach | WB | NB | SB |
|----------------------|-------|----|-----|
| HCM Control Delay, s | 174.6 | 0 | 0.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 96 | 1322 |
| HCM Lane V/C Ratio | - | - | 1.008 | 0.035 |
| HCM Control Delay (s) | - | - | 174.6 | 7.8 |
| HCM Lane LOS | - | - | F | A |
| HCM 95th %tile Q(veh) | - | - | 6.1 | 0.1 |

HCM 6th TWSC
1: US-95 & Dome Valley Road

04/08/2024

| Intersection | | | | | | |
|--------------------------|---|------|---|---|---|---|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  |  |  |  |
| Traffic Vol, veh/h | 38 | 5 | 405 | 92 | 4 | 111 |
| Future Vol, veh/h | 38 | 5 | 405 | 92 | 4 | 111 |
| 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 | - | - | 315 | 350 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 10 | 10 | 10 | 10 | 10 |
| Mvmt Flow | 41 | 5 | 440 | 100 | 4 | 121 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 509 | 220 | 0 |
| Stage 1 | 440 | - | - |
| Stage 2 | 69 | - | - |
| Critical Hdwy | 7 | 7.1 | - |
| Critical Hdwy Stg 1 | 6 | - | - |
| Critical Hdwy Stg 2 | 6 | - | - |
| Follow-up Hdwy | 3.6 | 3.4 | - |
| Pot Cap-1 Maneuver | 474 | 760 | - |
| Stage 1 | 594 | - | - |
| Stage 2 | 922 | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 472 | 760 | - |
| Mov Cap-2 Maneuver | 472 | - | - |
| Stage 1 | 594 | - | - |
| Stage 2 | 918 | - | - |






| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 13 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 494 | 971 |
| HCM Lane V/C Ratio | - | - | 0.095 | 0.004 |
| HCM Control Delay (s) | - | - | 13 | 8.7 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 |

HCM 6th TWSC

1: US-95 & Dome Valley Road

04/08/2024

| Intersection | | | | | | |
|--------------------------|---|------|---|---|---|---|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  |  |  |  |
| Traffic Vol, veh/h | 80 | 9 | 181 | 43 | 43 | 1371 |
| Future Vol, veh/h | 80 | 9 | 181 | 43 | 43 | 1371 |
| 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 | - | - | 315 | 350 | - |
| 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 | 87 | 10 | 197 | 47 | 47 | 1490 |






| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1036 | 99 | 0 |
| Stage 1 | 197 | - | - |
| Stage 2 | 839 | - | - |
| Critical Hdwy | 6.84 | 6.94 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - |
| Pot Cap-1 Maneuver | 227 | 937 | - |
| Stage 1 | 817 | - | - |
| Stage 2 | 384 | - | - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 219 | 937 | - |
| Mov Cap-2 Maneuver | 219 | - | - |
| Stage 1 | 817 | - | - |
| Stage 2 | 370 | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 30.3 | 0 | 0.2 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 237 | 1319 |
| HCM Lane V/C Ratio | - | - | 0.408 | 0.035 |
| HCM Control Delay (s) | - | - | 30.3 | 7.8 |
| HCM Lane LOS | - | - | D | A |
| HCM 95th %tile Q(veh) | - | - | 1.9 | 0.1 |

Intersection

Int Delay, s/veh 0.9

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|---|---|---|---|---|------|
| Lane Configurations |  |  |  |  |  | |
| Traffic Vol, veh/h | 38 | 5 | 405 | 92 | 4 | 0 |
| Future Vol, veh/h | 38 | 5 | 405 | 92 | 4 | 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 | 50 | - | 315 | - | - |
| 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 | 41 | 5 | 440 | 100 | 4 | 0 |






| Major/Minor | Minor1 | Major1 | | |
|----------------------|--------|--------|---|---|
| Conflicting Flow All | 440 | 220 | 0 | 0 |
| Stage 1 | 440 | - | - | - |
| Stage 2 | 0 | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - |
| Pot Cap-1 Maneuver | 545 | 784 | - | - |
| Stage 1 | 616 | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | | | - | - |
| Mov Cap-1 Maneuver | 545 | 784 | - | - |
| Mov Cap-2 Maneuver | 545 | - | - | - |
| Stage 1 | 616 | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | WB | NB |
|----------------------|------|----|
| HCM Control Delay, s | 11.8 | 0 |
| HCM LOS | B | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1WBLn2 |
|-----------------------|-----|---------------|
| Capacity (veh/h) | - | - 545 784 |
| HCM Lane V/C Ratio | - | - 0.076 0.007 |
| HCM Control Delay (s) | - | - 12.1 9.6 |
| HCM Lane LOS | - | - B A |
| HCM 95th %tile Q(veh) | - | - 0.2 0 |

Intersection

Int Delay, s/veh 2.9

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|---|---|---|---|---|------|
| Lane Configurations |  |  |  |  |  | |
| Traffic Vol, veh/h | 80 | 9 | 181 | 42 | 43 | 0 |
| Future Vol, veh/h | 80 | 9 | 181 | 42 | 43 | 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 | 50 | - | 315 | - | - |
| 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 | 87 | 10 | 197 | 46 | 47 | 0 |

| Major/Minor | Minor1 | Major1 | | |
|----------------------|--------|--------|---|---|
| Conflicting Flow All | 197 | 99 | 0 | 0 |
| Stage 1 | 197 | - | - | - |
| Stage 2 | 0 | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - |
| Pot Cap-1 Maneuver | 773 | 937 | - | - |
| Stage 1 | 817 | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | | | - | - |
| Mov Cap-1 Maneuver | 773 | 937 | - | - |
| Mov Cap-2 Maneuver | 773 | - | - | - |
| Stage 1 | 817 | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | WB | NB |
|----------------------|------|----|
| HCM Control Delay, s | 10.1 | 0 |
| HCM LOS | B | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1WBLn2 |
|-----------------------|-----|---------------|
| Capacity (veh/h) | - | - 773 937 |
| HCM Lane V/C Ratio | - | - 0.112 0.01 |
| HCM Control Delay (s) | - | - 10.2 8.9 |
| HCM Lane LOS | - | - B A |
| HCM 95th %tile Q(veh) | - | - 0.4 0 |

HCM 6th Roundabout

1: US-95 & Dome Road

03/11/2024

| | | | | | |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection | | | | | |
| Intersection Delay, s/veh | 4.1 | | | | |
| Intersection LOS | A | | | | |
| Approach | WB | NB | | SB | |
| Entry Lanes | 1 | 2 | | 2 | |
| Conflicting Circle Lanes | 2 | 2 | | 2 | |
| Adj Approach Flow, veh/h | 46 | 540 | | 125 | |
| Demand Flow Rate, veh/h | 47 | 551 | | 127 | |
| Vehicles Circulating, veh/h | 449 | 4 | | 42 | |
| Vehicles Exiting, veh/h | 106 | 165 | | 454 | |
| Ped Vol Crossing Leg, #/h | 0 | 0 | | 0 | |
| Ped Cap Adj | 1.000 | 1.000 | | 1.000 | |
| Approach Delay, s/veh | 4.2 | 4.3 | | 3.1 | |
| Approach LOS | A | A | | A | |
| Lane | Left | Left | Right | Left | Right |
| Designated Moves | LR | LT | TR | LT | TR |
| Assumed Moves | LR | LT | TR | LT | TR |
| RT Channelized | | | | | |
| Lane Util | 1.000 | 0.470 | 0.530 | 0.472 | 0.528 |
| Follow-Up Headway, s | 2.535 | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 47 | 259 | 292 | 60 | 67 |
| Cap Entry Lane, veh/h | 970 | 1345 | 1415 | 1299 | 1370 |
| Entry HV Adj Factor | 0.979 | 0.980 | 0.980 | 0.976 | 0.986 |
| Flow Entry, veh/h | 46 | 254 | 286 | 59 | 66 |
| Cap Entry, veh/h | 949 | 1318 | 1388 | 1267 | 1351 |
| V/C Ratio | 0.048 | 0.193 | 0.206 | 0.046 | 0.049 |
| Control Delay, s/veh | 4.2 | 4.3 | 4.3 | 3.2 | 3.0 |
| LOS | A | A | A | A | A |
| 95th %tile Queue, veh | 0 | 1 | 1 | 0 | 0 |

HCM 6th Roundabout

1: US-95 & Dome Road

03/11/2024

| | | | | | |
|-----------------------------|-------|-------|-------|-------|-------|
| Intersection | | | | | |
| Intersection Delay, s/veh | 9.1 | | | | |
| Intersection LOS | A | | | | |
| Approach | WB | NB | | SB | |
| Entry Lanes | 1 | 2 | | 2 | |
| Conflicting Circle Lanes | 2 | 2 | | 2 | |
| Adj Approach Flow, veh/h | 97 | 244 | | 1537 | |
| Demand Flow Rate, veh/h | 99 | 249 | | 1568 | |
| Vehicles Circulating, veh/h | 201 | 48 | | 89 | |
| Vehicles Exiting, veh/h | 96 | 1609 | | 211 | |
| Ped Vol Crossing Leg, #/h | 0 | 0 | | 0 | |
| Ped Cap Adj | 1.000 | 1.000 | | 1.000 | |
| Approach Delay, s/veh | 3.8 | 3.5 | | 10.4 | |
| Approach LOS | A | A | | B | |
| Lane | Left | Left | Right | Left | Right |
| Designated Moves | LR | LT | TR | LT | TR |
| Assumed Moves | LR | LT | TR | LT | TR |
| RT Channelized | | | | | |
| Lane Util | 1.000 | 0.470 | 0.530 | 0.470 | 0.530 |
| Follow-Up Headway, s | 2.535 | 2.667 | 2.535 | 2.667 | 2.535 |
| Critical Headway, s | 4.328 | 4.645 | 4.328 | 4.645 | 4.328 |
| Entry Flow, veh/h | 99 | 117 | 132 | 737 | 831 |
| Cap Entry Lane, veh/h | 1197 | 1292 | 1363 | 1244 | 1317 |
| Entry HV Adj Factor | 0.980 | 0.980 | 0.980 | 0.980 | 0.980 |
| Flow Entry, veh/h | 97 | 115 | 129 | 722 | 815 |
| Cap Entry, veh/h | 1173 | 1266 | 1336 | 1219 | 1291 |
| V/C Ratio | 0.083 | 0.091 | 0.097 | 0.593 | 0.631 |
| Control Delay, s/veh | 3.8 | 3.6 | 3.5 | 10.1 | 10.6 |
| LOS | A | A | A | B | B |
| 95th %tile Queue, veh | 0 | 0 | 0 | 4 | 5 |

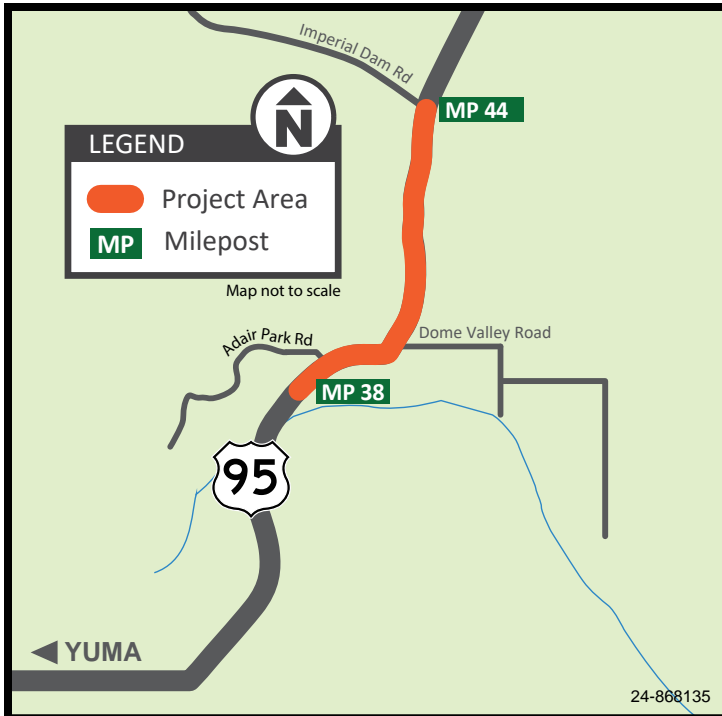


US 95, Wellton Mohawk Canal to Imperial Dam Road widening

PROJECT FACT SHEET

OVERVIEW

The Arizona Department of Transportation is designing a project to improve safety and traffic flow on US 95 between the Wellton-Mohawk Canal (milepost 38.5) and Imperial Dam Road (milepost 43.4).



PROJECT ELEMENTS

- ▶ Reconstruct and widen the existing two-lane roadway to a five-lane roadway with a center turn lane from Wellton-Mohawk Canal to Dome Valley Road, and a four-lane divided roadway from Dome Valley Road to Imperial Dam Road.
- ▶ Reconstruct and widen the existing bridge over the Gila River.
- ▶ Install new box culverts and pipe culverts under the new roadway.
- ▶ Reconstruct the intersections at Adair Park and Dome Valley roads.
- ▶ Construct two new bridges over the existing military tank crossing, south of Imperial Dam Road.
- ▶ Install new pavement markings and signage.

- ▶ Install new barbed wire wildlife fencing between Adair Park and Imperial Dam roads.

PROJECT SCHEDULE

The project is currently in the design phase with an expected completion date of December 2025. Construction is not funded.

WHAT TO EXPECT

- ▶ Delays and lane restrictions on US 95 are expected.
- ▶ ADOT will provide advance notice of restrictions and closures to email subscribers and on the project traffic alert web page.

STAY INFORMED

Visit the project website at azdot.gov/US95-widening-WelltonMohawkCanal-Imperial for more information and to subscribe for project updates by email.

CONTACT US

- ▶ **Phone:** ADOT Project Information Line: 855.712.8530
- ▶ **Email:** Stephanie Dyer at projects@azdot.gov
- ▶ **Mail:** Southwest District Office, 2243 E. Gila Ridge Road, MD Y200, Yuma, AZ 85365

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Stephanie Dyer at projects@azdot.gov or 855.712.8530. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

24-868135



US 95, Wellton-Mohawk Canal a Imperial Dam Road ampliación

HOJA INFORMATIVA DEL PROYECTO

DESCRIPCIÓN GENERAL

El Departamento de Transporte de Arizona está diseñando un proyecto para mejorar la seguridad y el flujo de tráfico en la US 95 entre Wellton-Mohawk Canal (poste de milla 38.5) e Imperial Dam Road (poste de milla 43.4).



ELEMENTOS DEL PROYECTO

- ▶ Reconstruir y ampliar la carretera de dos carriles existente a una carretera de cinco carriles con un carril central para girar desde Wellton-Mohawk Canal hasta Dome Valley Road, y una carretera dividida de cuatro carriles desde Dome Valley Road hasta Imperial Dam Road.
- ▶ Reconstruir y ampliar el puente existente sobre el río Gila.
- ▶ Instalar nuevas alcantarillas de caja y tubería debajo de la nueva carretera.
- ▶ Construir intersecciones mejoradas en Adair Park y Dome Valley Roads.
- ▶ Construir dos nuevos puentes sobre el cruce de tanques militares existente, al sur de Imperial Dam Road.
- ▶ Instalar nuevas marcas y señalización en el pavimento.

- ▶ Instalar nuevo cerco de alambre de púas para la vida silvestre entre Adair Park e Imperial Dam roads.

CRONOGRAMA DEL PROYECTO

El proyecto se encuentra actualmente en la fase de diseño con una fecha de finalización prevista para diciembre de 2025. La construcción no está financiada.

QUE ESPERAR

- ▶ Se esperan retrasos y restricciones de carriles en la US 95.
- ▶ ADOT proporcionará avisos anticipados sobre restricciones y cierres a los suscriptores de correo electrónico y en la página web de alerta de tráfico del proyecto.

MANTENTE INFORMADO

Visite el sitio web del proyecto en azdot.gov/US95-widening-WelltonMohawkCanal-Imperial para obtener más información y suscribirse para recibir actualizaciones del proyecto por correo electrónico.

CONTÁCTENOS


- ▶ **Teléfono:** Línea de información del proyecto ADOT: 855.712.8530
- ▶ **Correo electrónico:** Stephanie Dyer at projects@azdot.gov
- ▶ **Correo:** Southwest District Office, 2243 E. Gila Ridge Road, MD Y200, Yuma, AZ 85365

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Stephanie Dyer a projects@azdot.gov o 855.712.8530. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.



Air Quality

The ADOT Air Quality Group works to enhance air quality through congestion mitigation, air quality programs and National Environmental Policy Act (NEPA) planning activities to implement provisions required in the Clean Air Act to meet National Ambient Air Quality Standards throughout Arizona.

Statewide Air Quality Nonattainment and Maintenance Areas by Mileposts 

Air Quality Documents Under Review

Documents for review will be posted below to provide reasonable public access to technical and policy information considered by the agency for transportation conformity determinations, and comments can be directed to [ADOT Air Quality Staff](#).





- Interagency Consultation Document for [Loop 303, Lake Pleasant Parkway to I-17 Improvements](#), comments through November 18, 2024.
- Interagency Consultation Document for [US 95, Wellton-Mohawk Canal to Imperial Dam Road](#), comments through October 30, 2024.
- Refer to the "Transportation Conformity" tab for prior documents.
- Refer to the "Project Development- Air Quality" tab for consultant resources and instructions.

Air Quality: Agency Contacts

- [Maricopa County Dust Control Training](#)
- [Maricopa County Air Quality](#)
- [Pinal County Air Quality](#)
- [Pima County Air Quality](#)
- [ADEQ Air Quality](#)

Current Air Quality Links

- [Maricopa County](#)
- [Pima County](#)
- [Pinal County](#)
- [Santa Cruz County \(Nogales\)](#)
- [Yuma County](#)

- [Congestion Mitigation Air Quality / Transportation Control Measures](#) 
- [Guidance - Air Quality](#) 
- [Motor Vehicle Emissions Modeling](#) 
- [Project Development - Air Quality](#) 

327 Conformity Coordination Meeting

October 2024 Update

Welcome & Agenda

Agenda Item #1: WELCOME

Agenda Item #2: REVIEW PROJECTS

Ongoing Project(s):

- **T0359 - Elliot Road: Eastern Maricopa Floodway to Ellsworth Road (Mesa)**
- **F0534 - Douglas International Commercial Port-Of-Entry Connector Road Study**
- **F0608 - US 95 Wellton - Mohawk - Mohawk Canal**

Upcoming Project(s): 327 MOU Major Studies Monitoring Spreadsheet (Updates)

Agenda Item #3: OPEN DISCUSSION

Project Discussions

F0608 US 95 Wellton - Mohawk - Mohawk Canal

- Interagency Consultation Document for [US 95, Wellton-Mohawk Canal to Imperial Dam Road](#), comments through October 30, 2024.
- Next Steps - Finalize the consultation documents for the NEPA Reevaluation

Discussion - Any additional changes comments outstanding issues?

Project-Level Conformity Info

Website: <https://azdot.gov/business/environmental-planning/air-quality>

Meeting Link: <meet.google.com/usc-ivuz-eof>

Email: AdotAirNoise@azdot.gov



Beverly Chenausky <bchenausky@azdot.gov>

Re: Interagency Consultation: US 95, Wellton-Mohawk Canal to Imperial Dam Road 095-B(220) 095 YU 038 F0608 01C

1 message

Beverly Chenausky <bchenausky@azdot.gov>

Mon, Nov 4, 2024 at 9:56 AM

To: Crystal Figueroa <cfigueroa@ympo.org>, Transportationconformity <transportationconformity@azdeq.gov>, "Ledezma, Andrew (he/him/his)" <Ledezma.Andrew@epa.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, Paul Ward <pward@ympo.org>, Fernando Villegas <fvillegas@ympo.org>

Cc: ADOTAirNoise - ADOT <adotairnoise@azdot.gov>, Trent Kelso <tkelso@azdot.gov>, Morgan Ghods <mghods@azdot.gov>, Joonwon Joo <jjoo@azdot.gov>, MPD Programming - ADOT <mpdprogramming@azdot.gov>, Jennifer Hobert <jhobert@azdot.gov>, Jason James <jjames6@azdot.gov>, Katie Rodriguez <krodriguez@azdot.gov>, "Wickersham, Lindsay (she/her)" <wickersham.lindsay@epa.gov>, Jeff Heinrichs <jheinrichs@ympo.org>, Clifton Meek <meek.clifton@epa.gov>, Karina O'Conner <oconnor.karina@epa.gov>, Rebecca Yedlin <rebecca.yedlin@dot.gov>, "Halle, Greta (FHWA)" <greta.halle@dot.gov>, "Dorantes, Michael" <Dorantes.Michael@epa.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>

As there are no objections to the project determination presented, interagency consultation has concluded with the project identified as a project that does not require a quantitative PM10 hot-spot analysis as listed under 40 CFR 93.123(b) .

Please find attached, the revised document with the minor changes made as a result of comments provided by the FHWA on September 23, 2024. No other requests for changes were received, all final documents can be found on the ADOT Air Quality website.

Changes (shown in blue) include:

Revisions on the title page

Page 2 (5th bullet) - additional text added concerning the very low volumes on Adair Park Road at the US95 intersection as the basis for not including that intersection in the traffic report

Page 3 - Deleted text relating to the regional conformity determination & text suggested by FHWA for clarity

Thank you for your review of this project.



Beverly Chenausky
ASSISTANT ENVIRONMENTAL
ADMINISTRATOR
**ARIZONA DEPARTMENT OF
TRANSPORTATION**

MD EM02, 206 S. 17th Ave.
Phoenix, AZ 85007

480.390.3417

Website: [azdot.gov](https://www.azdot.gov)

On Fri, Sep 13, 2024 at 9:28 AM Beverly Chenausky <bchenausky@azdot.gov> wrote:

ADOT is presenting the following project, **US 95, Wellton-Mohawk Canal to Imperial Dam Road**, for interagency consultation, per 40 CFR 93.105, to determine if the project should be treated as a project of air quality concern or **not** as a project of Air Quality Concern and thereby **will not** require a PM10 hot-spot analysis. ADOT is requesting responses to the attached *F0608_US95 Wellton Canal to Imperial Dam Road_09122024*, within **30 days**. A non-response will be interpreted as concurrence that the project is not a project of air quality concern and does not require a hot-spot analysis. If any consulted party believes this project should be treated as a project of air quality concern that requires a Quantitative PM10 hot-spot analysis, please document the appropriate section under 40 CFR 93.123

(b) that applies to the project and describe why the project should be treated as a project of air quality concern. Please forward to those as needed and let me know if you have any additional questions.



Beverly Chenausky
ASSISTANT ENVIRONMENTAL
ADMINISTRATOR
**ARIZONA DEPARTMENT OF
TRANSPORTATION**

MD EM02, 206 S. 17th Ave.
Phoenix, AZ 85007

480.390.3417

Website: azdot.gov



F0608_US95-Wellton-Mohawk-Canal-to-Imperial-Dam_Consultation_Revised_11042024.pdf
2493K