



File No.: 79771EW

SCHEDULE B, PART II—Exceptions

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage. THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

In addition to the Exceptions from Coverage contained in the form of Short Form Residential Loan Policy identified in Item 2 of Schedule A, the Policy will not insure against loss or damage resulting from the terms and conditions of any easement or lease included in the description of the Land as set forth in the Insured Mortgage, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I - Requirements are met.
2. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.

Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
3. Any facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
4. Easements, liens or encumbrances, or claims thereof, which are not shown by the public records.
5. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
6. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water.
7. Any right, title, interest, estate or easement in land beyond the lines of the area specifically described or referred to in Schedule A, or in abutting streets, roads, avenues, alleys, lanes, ways or waterways, but nothing in this paragraph shall modify or limit the extent to which the ordinary right of an abutting owner for access to a physically open street or highway is insured by this policy.
8. Any lien, or right to a lien, for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the public records.

This page is only a part of a 2021 ALTA Commitment for Title Insurance issued by First American Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; [and] Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form].

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9. Minerals of whatsoever kind, subsurface and surface substances, including but not limited to coal, lignite, oil, gas, uranium, clay, rock, sand and gravel in, on, under and that may be produced from the land together with all rights, privileges and immunities relating thereto, whether or not appearing in the Public Records or listed in Schedule B. The Company makes no representation as to the present ownership of any such interests. There may be leases, grants, exceptions or reservations of interests that are not listed.
10. Water rights, claims or title to water, whether or not shown by the public records.
11. Reservations or exceptions in Patents, or in Acts authorizing the issuance thereof.
12. Taxes for the full year of 2024. (The first half is due October 1, 2024 and is delinquent November 1, 2024. The second half is due March 1, 2025 and is delinquent May 1, 2025).
13. ANY ACTION by the County Assessor and/or Treasurer, altering the current or prior tax assessment, subsequent to the date of the Policy of Title Insurance.
14. Rights of Way for canals, laterals, ditches, transmission lines, railroads and roadways, including but not limited to Southern Pacific Railroad, Maricopa-Casa Grande Highway and Cowtown Road.
15. Right of Entry as set for the the Patent from the United States of America recorded in Book 56 of Deeds, page 491.
16. Easement(s) for Telephone, Telegraph and Electric lines and incidental purposes, recorded in Book 56 of Deeds, page 491 of Official Records.
17. Easement(s) for communication facilities and incidental purposes, recorded in Book 24 of Miscellaneous, page 263 of Official Records.
18. All matters as set forth in Resolution of Establishment, recorded as Docket 123, page 67, of Official Records.
19. All matters as set forth in Resolution of Establishment, recorded as Docket 375, page 572, of Official Records.
20. All matters as set forth in Resolution of Establishment, recorded as Docket 708, page 575, of Official Records.
21. Easement(s) for pipeline and incidental purposes, recorded in Docket 132, page 129 and thereafter conveyance recorded in Docket 1572, page 603 of Official Records.
22. Easement(s) for telephone and electric lines and facilities and incidental purposes, recorded in Docket 1005, page 505 of Official Records.
23. All matters as set forth in Maricopa Rural Road Improvement District, recorded as Docket 1590, page 738, of Official Records.
24. All matters as set forth in Airport Influence Area, recorded as Document No. 2003-7184, of Official Records.
25. All matters as set forth in Resolution No. 070908-RR to Establish County Road, recorded as Document No. 2008-65680, of Official Records.
26. The lack of a right of access to and from the land.

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Privacy Notice

Notice Last Updated: December 1, 2022

This Privacy Policy ("Policy") describes how First American Financial Corporation and its subsidiaries and affiliates (collectively, "First American," "we," "us," or "our") collect, use, store, and share your information when: (1) when you access or use our websites, mobile applications, web-based applications, or other digital platforms where this Policy is posted ("Sites"); (2) when you use our products and services ("Services"); (3) when you communicate with us in any manner, including by e-mail, in-person, telephone, or other communication method ("Communications"); and (4) when we obtain your information from third parties, including service providers, business partners, and governmental departments and agencies ("Third Parties").

This Policy applies wherever it is posted. To the extent a First American subsidiary or affiliate has different privacy practices, such entity shall have their own privacy statement posted as applicable.

What Type Of Information Do We Collect About You? We collect a variety of categories of information about you. To learn more about the categories of information we collect, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Collect Your Information? We collect your information: (1) directly from you; (2) automatically when you interact with us; and (3) from third parties, including business parties and affiliates.

How Do We Use Your Information? We may use your information in a variety of ways, including but not limited to providing the services you have requested, fulfilling your transactions, comply with relevant laws and our policies, and handling a claim. To learn more about how we may use your information, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Share Your Information? We do not sell your personal information. We only share your information, including to subsidiaries, affiliates, and to unaffiliated third parties: (1) with your consent; (2) in a business transfer; (3) to service providers; (4) to subsidiaries and affiliates; and (5) for legal process and protection. To learn more about how we share your information, please visit <https://www.firstam.com/privacy-policy/>.

How Do We Store and Protect Your Information? The security of your information is important to us. That is why we take commercially reasonable steps to make sure your information is protected. We use our best efforts to maintain commercially reasonable technical, organizational, and physical safeguards, consistent with applicable law, to protect your information.

How Long Do We Keep Your Information? We keep your information for as long as necessary in accordance with the purpose for which it was collected, our business needs, and our legal and regulatory obligations.

Your Choices We provide you the ability to exercise certain controls and choices regarding our collection, use, storage, and sharing of your information. You can learn more about your choices by visiting <https://www.firstam.com/privacy-policy/>.



First American Title™

International Jurisdictions: Our Products are offered in the United States of America (US), and are subject to US federal, state, and local law. If you are accessing the Products from another country, please be advised that you may be transferring your information to us in the US, and you consent to that transfer and use of your information in accordance with this Privacy Notice. You also agree to abide by the applicable laws of applicable US federal, state, and local laws concerning your use of the Products, and your agreements with us.

We may change this Privacy Notice from time to time. Any and all changes to this Privacy Notice will be reflected on this page, and where appropriate provided in person or by another electronic method. **YOUR CONTINUED USE, ACCESS, OR INTERACTION WITH OUR PRODUCTS OR YOUR CONTINUED COMMUNICATIONS WITH US AFTER THIS NOTICE HAS BEEN PROVIDED TO YOU WILL REPRESENT THAT YOU HAVE READ AND UNDERSTOOD THIS PRIVACY NOTICE.**

Contact Us dataprivacy@firstam.com or toll free at 1-866-718-0097.



For California Residents

If you are a California resident, you may have certain rights under California law, including but not limited to the California Consumer Privacy Act of 2018, as amended by the California Privacy Rights Act and its implementing regulations (“CCPA”). All phrases used in this section shall have the same meaning as those phrases are used under California law, including the CCPA.

Right to Know. You have a right to request that we disclose the following information to you: (1) the categories of personal information we have collected about or from you; (2) the categories of sources from which the personal information was collected; (3) the business or commercial purpose for such collection and/or disclosure; (4) the categories of third parties with whom we have shared your personal information; and (5) the specific pieces of your personal information we have collected. To submit a verified request for this information, go to our online privacy policy at www.firstam.com/privacy-policy or call toll-free at 1-866-718-0097. You may also designate an authorized agent to submit a request on your behalf by going to our online privacy policy at www.firstam.com/privacy-policy or by calling toll-free at 1-866-718-0097.

Right to Correct. You have a right to request that we correct your personal information. This right is subject to certain exceptions available under the CCPA and other applicable law. To submit a verified request for correction, go to our online privacy policy at www.firstam.com/privacy-policy or call toll-free at 1-866-718-0097.

Right of Deletion. You also have a right to request that we delete the personal information we have collected from and about you. This right is subject to certain exceptions available under the CCPA and other applicable law. To submit a verified request for deletion, go to our online privacy policy at www.firstam.com/privacy-policy or call toll-free at 1-866-718-0097. You may also designate an authorized agent to submit a request on your behalf by going to our online privacy policy at www.firstam.com/privacy-policy or by calling toll-free at 1-866-718-0097.

Verification Process. For a request to know, correct or delete, we will verify your identity before responding to your request. To verify your identity, we will generally match the identifying information provided in your request with the information we have on file about you. Depending on the sensitivity of the information requested, we may also utilize more stringent verification methods to verify your identity, including but not limited to requesting additional information from you and/or requiring you to sign a declaration under penalty of perjury.

Notice of Sale and Share. We have not sold or shared the personal information of California residents in the past 12 months. To the extent any First American affiliated entity has a different practice, it will be stated in the applicable privacy policy. We do not knowingly sell or share the personal information of any California resident under the age of 16.

Right of Non-Discrimination. You have a right to exercise your rights under California law, including under the CCPA, without suffering discrimination. Accordingly, First American will not discriminate against you in any way if you choose to exercise your rights under the CCPA.

Notice of Collection. To learn more about the categories of personal information we have collected about California residents over the last 12 months, how we have used that information, and how we share that information, please see “California Privacy Rights Act and Disclosures” in <https://www.firstam.com/privacy-policy>.

Notice of Disclosure. To learn more about the categories of personal information we may have disclosed about California residents in the past 12 months, please see “California Privacy Rights Act and Disclosures” in <https://www.firstam.com/privacy-policy>.



OFFICIAL RECORDS OF
PINAL COUNTY RECORDER
Dana Lewis
Electronically Recorded

DATE/TIME: 02/22/2024 1604
FEE: \$30.00
PAGES: 8
FEE NUMBER: 2024-012630

RECORDING REQUESTED BY:
Empire Title Agency

WHEN RECORDED MAIL TO:
Empire Title Agency - Admin
3131 E. Camelback Road Suite 210
Phoenix, AZ 85016

FILE NO.: 79771EW

SPACE ABOVE THIS LINE FOR RECORDERS USE

AFFIDAVIT EXEMPT
PURSUANT TO
ARS 11-1134 B-2

Special Warranty Deed

This Special Warranty Deed is being Re-Recorded to correct the legal description as show in Exhibit "B" attached hereto and made a part hereof.



OFFICIAL RECORDS OF
PINAL COUNTY RECORDER
VIRGINIA ROSS

Recording Requested By:
Empire West Title Agency LLC

And When Recorded Mail To:
IFIDA AZ Land Partners, LLC, an Arizona
limited liability company
4101 Nas Parkway
El Lago, TX 77586

DATE/TIME: 12/18/2017 1241

FEE: \$20.00

PAGES: 5

FEE NUMBER: 2017-092315



Escrow No. 79771EW *Pm*

4-5

This area reserved for County Recorder

SPECIAL WARRANTY DEED

For the consideration of Ten Dollars, and other valuable considerations, I,

**Thomas C. Rhodes and Kathleen Hammerquist, Co-Trustees of the Eleanor G. Rhodes
Trust dated May 1, 1996**

do hereby convey to

IFIDA AZ Land Partners, LLC an Arizona limited liability company
the following described property situated in the County of **Pinal**, State of **Arizona**, together
with all rights and privileges appurtenant thereto, to wit:

**That part of the Southwest quarter of the Northwest quarter of Section 10, Township 6
South, Range 5 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona,
which lies Southwesterly of the Southern Pacific Railroad.**

**THE NAMES AND ADDRESSES OF THE BENEFICIARIES OF THE GRANTOR'S
TRUST ARE SET FORTH ON THE ATTACHED EXHIBIT "A"**

SUBJECT TO: Existing taxes, assessments, covenants, conditions, restrictions, rights of way,
easements, and all other matters of record.

And the Grantor hereby binds itself and its successors to warrant and defend the title, as against
all acts of the Grantor herein and no other, subject to the matters above set forth.

Dated: December 12, 2017.

**The Eleanor G. Rhodes Trust dated May 1,
1996**

TC Rhodes
By **THOMAS C. RHODES**, Co-Trustee

Signed in Counterpart

By **KATHLEEN HAMMERQUIST** Co-Trustee

Recording Requested By:
Empire West Title Agency LLC

And When Recorded Mail To:
IFIDA AZ Land Partners, LLC, an Arizona
limited liability company
4101 Nas Parkway
El Lago, TX 77586

Escrow No.79771EW

This area reserved for County Recorder

SPECIAL WARRANTY DEED

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And the Grantor hereby binds itself and its successors to warrant and defend the title, as against
all acts of the Grantor herein and no other, subject to the matters above set forth.

Dated: December 12, 2017.

**The Eleanor G. Rhodes Trust dated May 1,
1996**

By **THOMAS C. RHODES, Co-Trustee**


By **KATHLEEN HAMMERQUIST Co-Trustee**

Signed in Counterpart

Dated December 12, 2017

Special Warranty Deed

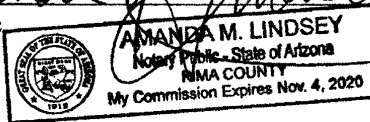
Escrow No. 79764EW

STATE OF AZ)
County of Pima)SS.

On 12/13/17, before me, the undersigned Notary Public, personally appeared THOMAS C., RHODES personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies) and that his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

My Commission Expires: 11/4/20 Notary Public



Dated December 12, 2017

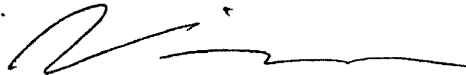
Special Warranty Deed

Escrow No. 79771EW

STATE OF Washington)
County of King)SS.

On 12-13-17, before me, the undersigned Notary Public, personally appeared **KATHLEEN HAMMERQUIST**, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies) and that his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.



My Commission Expires: 8-1-2020 Notary Public

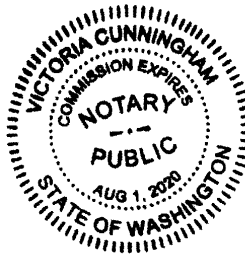


EXHIBIT "A"

NAMES AND ADDRESSES OF THE BENEFICIARIES OF THE ELEANOR G.
RHODES TRUST

Kathleen Hammerquist

2535 Alpine St SE
Auburn, WA 98002

Robert L. Rhodes

603 Sunset Drive
Gallup, New Mexico ~~87311~~ 87301

Jonathan J. Rhodes

2330 SE Taylor St
Portland, OR 97214

Thomas C. Rhodes

2112 E Prince Rd
Tucson, AZ 85719

Fee# 2017-092315

This document is a full, true and correct
copy of the original recorded in this office.

Attest: 02/13/2024
Dana Lewis

Pinal County Recorder,
State of Arizona, County of Pinal

By Carina Bogan, Deputy

EXHIBIT "B"

That part of the Southwest quarter of the Northwest quarter and the East half of the Northwest quarter of Section 10, Township 6 South, Range 5 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona, which lies Southwesterly of the Southern Pacific Railroad.

IFIDA INDUSTRIAL

TRAFFIC IMPACT STATEMENT

March 2024

CivTech Project No. 23-0640

Northeast Corner of Bianco
Road and Minneapolis Road
Alignments in Pinal County,
Arizona

Prepared for:

IFIDA AZ Land Partners, LLC
1083 Prickly Pear Place
Colorado Springs, Colorado 80921

Submittal to:

Pinal County

APPROVED BY:

PINAL COUNTY ENGINEER
PINAL COUNTY, PUBLIC WORKS DEPARTMENT

DATE

March 5, 2024

IFIDA AZ Land Partners, LLC (an Arizona limited liability company)
Dan Carless, Sr., Manager
1083 Prickly Pear Place
Colorado Springs, Colorado 80921



RE: TRAFFIC IMPACT STATEMENT FOR IFIDA INDUSTRIAL – SOUTH SIDE OF MARICOPA-CASA GRANDE HIGHWAY EAST OF BIANCO ROAD ALIGNMENT, UNINCORPORATED PINAL COUNTY

Dear Mr. Carless:

Thank you for engaging CivTech to prepare this Traffic Impact Statement for the proposed industrial development (the "**Project**") in unincorporated Pinal County, Arizona. The development is proposed for a single, 21.93-acre (gross), Pinal County parcel, the Assessor Parcel Number (APN) of which is APN 5033103B. **Figure 1** is a map of the site and the vicinity.

BACKGROUND AND PURPOSE

As can be seen in **Figure 1**, the site is triangular: the northeastern side abuts the south side of two Union Pacific Railroad (UPRR) tracks, which run generally northwest to southeast in the vicinity, the

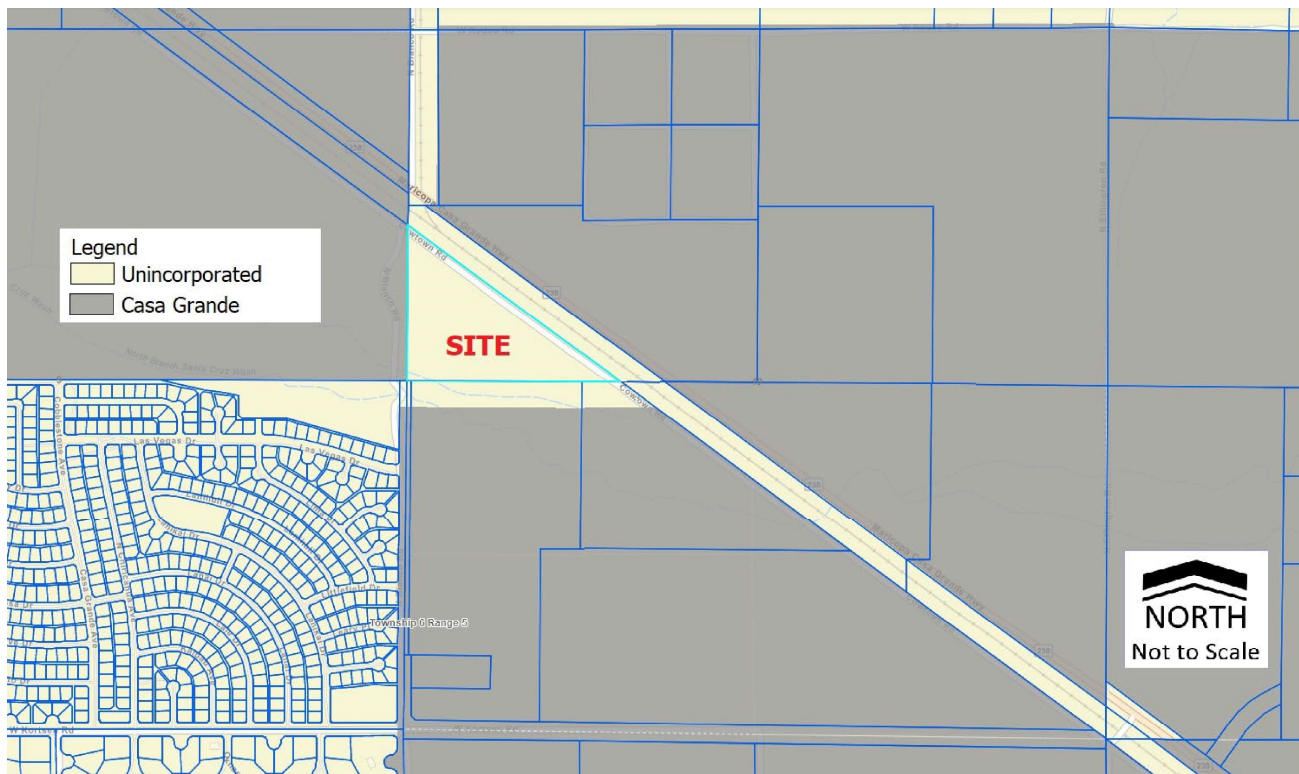


FIGURE 1 – VICINITY MAP

parcel's western boundary is the Bianco Road alignment, and the southern boundary is the Minneapolis Road alignment.

This statement is intended to satisfy a Pinal County requirement that a traffic study be provided when a new development is proposed. For development expected to generate fewer than 100 trips per hour, the County provides its Requirements for a Traffic Impact Statement (TIS). A TIS is allowable if, in addition to generating fewer than 100 trips per hour, the project does not meet any of four reasons for which the County may require a full Category 1 Traffic Impact Analysis (TIA). Listed in Section 4.1 of the County's 2007 TIA Guidelines & Procedures, these are as follows:

- a. The existence of any current traffic problems or concerns in the local area such as an offset intersection, a high number of traffic accidents, etc., or
- b. The sensitivity of the adjacent neighborhoods or other areas where the public may perceive an adverse impact, or
- c. The proximity of proposed site driveways to existing driveways or intersections, or
- d. Other specific problems or safety related concerns that may be aggravated by the proposed development.

Figure 2 is a screen shot of a Google Earth aerial photograph of the vicinity of the site. CivTech has outlined the site in a lavender. Dated April 22, 2023, the photo shows little development in the area: even most of the platted lots of the Desert Carmel subdivision southwest of the site in **Figure 1** are only that...platted lots. The green areas south of the site are agricultural production land. Based on this aerial, there are no existing traffic problems or concerns, or impacts to adjacent neighborhoods, or other nearby driveways that might be too close, or other problems or safety concerns. Also, a neighborhood meeting was held on September 5, 2023; no neighbors attended or commented. Therefore, CivTech would suggest that, as this statement is being prepared, there are no reasons for the County to warrant a full TIA.

Attachment A is a copy of comments made by the County during a pre-application meeting/ discussion. In any future submissions, CivTech will provide County comments and formal CivTech responses in this attachment.

EXISTING CONDITIONS

Both **Figure 1** and **Figure 2** serve to further the discussion of the first topic of discussion as outlined in the County's TIS

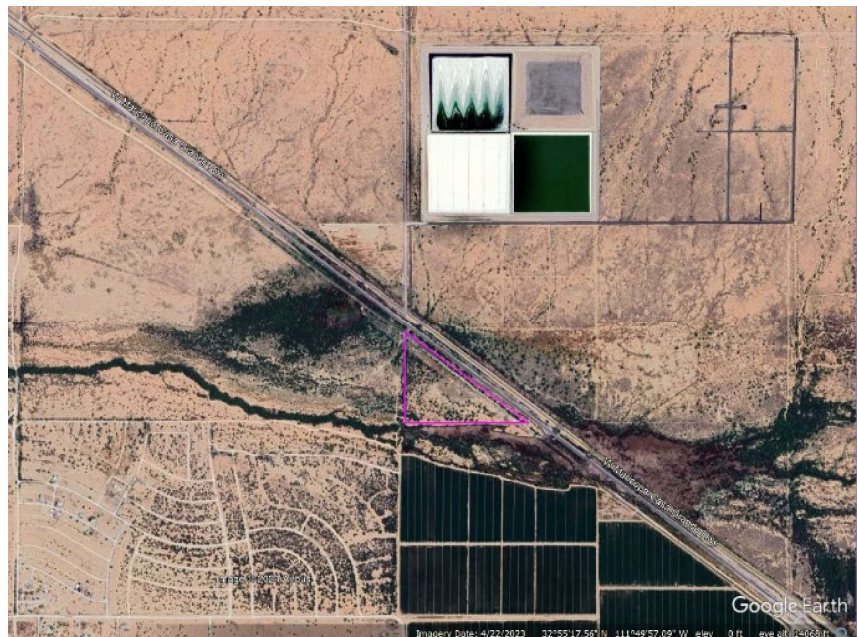


FIGURE 2 – APRIL 2023 AERIAL OF VICINITY

requirements: the existing conditions.

Site Location. The site is APN 5033103B, which is located on the northwest corner of the Bianco Road and Minneapolis Road alignments.

Surrounding Land Use. As can be seen in **Figure 2**, there is little development in the area. North of the site across the UPRR tracks and the Maricopa-Casa Grande Highway and on the north side of Rodeo Road east of Bianco Road, there is a sewage treatment plant. A few homes, perhaps the models, can be seen in the extreme western region of the Desert Carmel subdivision. As noted above, the green areas south of the site indicate active agricultural production land (i.e., farms).

Site Land Use. The site is currently vacant and appears to never have been developed.

Existing Roadways and Intersections. Adjacent to the site, there are no paved roadways. The developer will be responsible for providing access to the site. A crossing on the UPRR tracks to access Maricopa-Casa Grande Highway is unlikely in the near term. Therefore, the nearest roadway or intersection from which access will come is the intersection of Bianco Road and Kortsen Road, which is ½-mile south of the southwest corner of the site. Both are well-maintained, unpaved roads wide enough to allow two vehicles to safely pass each other in opposite directions.

Bianco Road is a north-south Section line roadway that extends south from Kortsen Road for one mile to Clayton Road. There is a short (350-foot long) segment of pavement north of Clayton Road. From Google Earth Street View, this pavement appears to be in great need of repair. The County classifies Bianco Road as a Principal Arterial roadway and a Regionally Significant Route shows that it will someday cross the UPRR tracks. A 75-foot wide half-street right of way dedication will be made for future roadway improvements along the entire Bianco Road frontage; improvements to Bianco Road will be limited to half-street improvements from Minneapolis Road north to the site driveway. South of Minneapolis Road, ALTA surveys show that there is a 50-foot wide half-street right of way dedicated by Desert Carmel on the west side of the Section line and 33 feet on the east side.

Minneapolis Road is an east-west half-Section line road alignment. A 40-foot wide half-street right of way dedication will be made for future roadway improvements along the entire Minneapolis Road frontage; no improvements to Minneapolis Road will be made, nor will any access be required from the site.

Kortsen Road is an east-west Section line roadway that extends west from Bianco Road, serving Desert Carmel and then curving to the southwest to terminate at Candlestick Drive.* Kortsen Road is also classified as an Arterial roadway and it is expected that it, too, will someday cross the UPRR tracks.

* Historical note: The southern terminus of Candlestick Drive is at State Route 84 (SR 84). On the north side of SR 84 just west of Candlestick Drive is the Francisco Grande resort, which was intended to be the spring training facility of the San Francisco Giants baseball team. The Giants played their home games in Candlestick Park from its opening in 1959 until 1999. Candlestick Drive was named after the Giants' home ballpark, perhaps in hopes of enticing them to come to the Casa Grande area. (Per springtrainingonline.com, the Giants never played there, disproving "If you build it, they will come.")

The intersection of **Bianco Road and Kortsen Road** is an intersection without traffic control on its four unpaved approaches. The southbound and westbound approaches (north and east legs) are gated to prevent access leaving two through movements: from northbound to westbound and from eastbound to southbound. CivTech notes that, per the Pinal County Assessor, the City of Casa Grande has annexed all of Bianco Road from 200 feet south of the half-Section line that is the center line of the alignment of Minneapolis Road to south of Kortsen Road. (This can be seen in **Figure 1.**) The City has also annexed north half of Section 9 of Township 6 South, Range 5 East, which is directly west of the proposed development site, an area bounded by the alignments of Rodeo Road on the north, Bianco Road on the east, Minneapolis Road on the south, and Corrales Road on the west.

Aerial Photo. **Figure 2** serves as the required aerial photo.

PROPOSED DEVELOPMENT

Attachment B is the most recent version of the concept plan for the site. As required by Pinal County, the plan shows that the distance from the nearest “intersection” (that of Bianco and Minneapolis Roads) to the proposed site driveway will be a minimum of 350 feet.

Proposed Land Use. The narrative for the development provided to CivTech reads in part “The nature of the project is to develop rural vacant land into 1-3 allowable uses, such as small contractor yards.” Electricity will be brought to the site; wells and septic systems will provide water and sanitary sewage. Small pre-fabricated steel structures could be provided to shelter vehicles or materials. No large structures are planned.

Site Access. Access to the site will be via a new “half-street” extension of Bianco Road north of the Minneapolis Road alignment that will terminate at a site driveway between the two industrial park areas. The driveway will extend easterly to serve all parcels within the industrial park.

Sight Distance. The introduction to Section 9.5 of the latest (7th) edition of the American Association of Highway and Transportation Officials’ (AASHTO) *A Policy on Geometric Design of Highways and Streets* (the AASHTO “Green Book”) states that, “Each intersection has the potential for several different types of vehicular conflicts. The possibility of these conflicts actually occurring can be greatly reduced through the provision of proper sight distances and appropriate traffic controls.” In short, adequate sight distance must be provided at the study driveway intersections.

A sight triangle is the area encompassed by the line of sight from a stopped vehicle on the minor roadway to the approaching vehicle on the major roadway; there must be sufficient unobstructed sight distance along both approaches of a street or driveway intersection and across their included corners to allow operators of vehicles to see each other in time to prevent a collision. There must also be sufficient sight distance along the major street to allow a driver intending to turn left into the site to see a vehicle approaching in the opposite direction.

CivTech, therefore, calculated the required sight distances for the proposed site driveway using the methodologies documented in Section 9.5 of the Green Book, assuming a design speed of 50 mph, or 5 mph greater than a future posted 45 mph speed limit and a five-lane cross-section (two lanes in

each direction plus a media or two-way left turn lane). The results of the sight distance calculations are summarized in **Table 1**. The calculations can be found as **Attachment C**.

TABLE 1 – AASHTO SIGHT DISTANCE REQUIREMENTS

Roadway	Posted Speed Limit/ Design Speed (mph)	Sight Distance Along Roadway		
		Left of Driveway (Case B2/B3)	Right of Driveway (Case B1)	On Major Road (Case F)
Bianco Road Site Access	45/50	555'	625	480'

Based on the results of the sight distance analysis summarized in **Table 1**, sight visibility triangles shall be provided and maintained at the site driveway per AASHTO guidelines, with 625 feet to the right of the driveway and 555 feet to the left of the driveway. There should also be a sight distance of 480 feet in front of a vehicle approaching to make a left turn from future Bianco Road into the site driveway. In addition, within designated sight visibility triangles, landscaping should be maintained at a maximum of two (2) feet in height or as otherwise specified by Pinal County. Tree branches lower than seven (7) feet should be trimmed up and maintained to meet current acceptable landscape requirements.

Trip Generation. Typically, CivTech would use trip generation information in the latest (11th) edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (TripGen11) to generate trips for a proposed development. TripGen11 contains average trip generation rates, equations, graphs, and other information for a wide range of different land uses developed from raw data collected in a prescribed manner by numerous contributors. The data allows the transportation professional to estimate the trips generated for a proposed development based on the independent variables that describes the sizes of each land uses in the development.

However, in this case, the manual does not have a Land Use or data for contractors' outdoor storage areas. CivTech conducted some online research and located one study (**Attachment D** is the text of that study) from Colorado that likened each proposed storage yard to a storage unit of a self-storage mini-warehouse facility, which is ITE Land Use Code (LUC) 151, even though the smallest such facilities studied seemed to have a minimum of 60 storage units.

To estimate the trips being generated by these uses, CivTech first needed to estimate the number of potential tenants. The site plan reveals that assumed that the parcel is 21.93 acres or 955,316 square feet (sf, or 955.316 ksf). CivTech estimated that 165.570 ksf (17.3%) would be dedicated along the property boundaries for Bianco and Minneapolis Roads and for the driveway/internal access road, leaving approximately 789.750 ksf (18.13 acres) dedicated to contractor yards. In the Colorado statement, the 5 acres were to provide yards for 10 contractors, or 2 contractors per acre. For this statement, CivTech will assume that the needs for each tenant may vary and that the average yard would be approximately ½-acre (21,780 sf) or 2 contractors per acre, the same as in the Colorado study. Thus, the available 18 acres would allow for 36 tenants, or 60% of the smallest number of storage units observed in TripGen11 for LUC 151. Based on the applicants marketing research, the applicant believes the usage will be much less, possibly as low as one contractor per two acres; thus, CivTech's assumptions yield conservative results.

CivTech recognizes, as did the engineer who prepared the Colorado study, that self-storage, mini-warehouse units are typically about the size of a garage and that, "Clearly, the proposed commercial development is not of this nature." CivTech concurs with several other assertions of that Colorado engineer that every contractor will typically use their storage areas to pick up equipment and material in the morning (one trip in and one trip out for 36 areas or 72 total trips) and drop them off in the afternoon (another 72 trips) and that approximately 60% (22) of the contractors could be expected to return to their storage area during the day (two trips for 22 areas or 44 more trips). Therefore, the total trips daily for the 36 storage areas could be 188 trips (= 72 + 72 + 44). As can be seen on the second page of **Attachment D**, use of the trip generation data from the 8th edition of the ITE manual (published in 2008) yielded no trips during either peak hour and only 3 trips all day.

To confirm the use of the Colorado engineer's method as an acceptable alternative to TripGen11, CivTech prepared three sets of trip generation calculations. **Table 2** at the top of the next page provides these detailed trip generation calculations. The first row of trips listed on **Table 2** was generated using a method described above similar to the Colorado study. The second row uses the weighted averages published in TripGen11 for the daily trips and the two peak hours. The third row of the attachment uses the equations published in TripGen 11 for the day and for the PM peak hour. *Please note that the ITE regression equation resulted in a negative rate for the AM peak hour; in such a case, the default would be to use the average rate found in the second row of the table.* A review of the trip generation detailed in **Table 2** reveals that the proposed development could generate a total of 188 trips per day with peak hour trips totaling of 72 trips (36 in/36 out) during each peak hour.

TABLE 2 – TRIP GENERATION SUMMARY

Land Use	ITE Code	Quantity: 36 Storage Areas or 0.36 100s of Units ITE Method	Weekday									
			Daily		AM Peak Hour				PM Peak Hour			
			Avg Rate	Total	Avg Rate	Enter	Exit	Total	Avg Rate	Enter	Exit	Total
Contractor Storage	n/a	(Per Colorado Study)	5.22	188	2.00	36	36	72	2.00	36	36	72
Mini-Storage	151	Weighted Averages	17.96	6	1.21	0	0	0	1.68	1	0	1
Mini-Storage	151	Equations	7.50*	2					4.39*	1	1	2

Notes: * Average rate was calculated by dividing total trips generated using regression equation by the quantity of units. (See below.)

† Use of the equation yields a negative rate; therefore, the weighted average rate is used by default.

CALCULATIONS (Equations shown only where applicable)			
Land Use [Units]	Daily	AM Peak Hour	PM Peak Hour
Mini-Storage [X = 0.36 100's of Units]	$T_{\text{Day}} = 18.86X - 4.09 = 2$	$T_{\text{AM}} = 1.64X - 2.9 = -2.31^{\dagger}$	$T_{\text{PM}} = \ln(X) \times 0.60 + 1.07 = 2$

Based on this, CivTech estimates that the proposed development will generate a maximum of 72 trips during either peak hour. As noted, Pinal County's Requirements for a Traffic Impact Statement allow that developments generating fewer than 100 trips during the peak hour may only warrant a traffic statement such as this to document the trips generated.

Site Trip Assignment – The site is proposed to have just a single access to Bianco Road; thus, all site traffic will be to/from the site via Bianco Road. Per County comments from the pre-application meeting (see **Attachment A**) the developer will be required to dedicate "half-street" right of way

for a future Principal Arterial roadway; such was noted by CivTech above. CivTech also notes that the developer will be required to provide a well-maintained, unpaved roadway within the right of way dedicated to the County to carry site traffic to at least the corner where the Bianco Road and Minneapolis Road alignments meet and, possibly, farther south to Korsten Road. Approximately 250 feet south of the Minneapolis Road, the developer will be providing a low-flow crossing to maintain access under most weather conditions. This will allow a continuous unpaved segment of Bianco Road from the site to existing unpaved Bianco Road south of the Minneapolis Road alignment.

IMPACTS TO ADJACENT EXISTING [TRANSPORTATION] INFRASTRUCTURE

The site of the proposed development is undeveloped land amidst other undeveloped land. There are unpaved roads throughout the area, some better-maintained than others, and some platted developments (e.g., Desert Carmel). There are no paved roads or other transportation infrastructure that will be impacted by this development, at least not in the immediate future. As other development proposed for the area comes to fruition, the infrastructure constructed by and with those developments will need to take this development and the trips it will be generating into consideration.

CONCLUSIONS

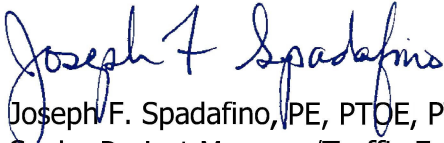
Based on the foregoing, CivTech concludes the following:

- Based on the results of the sight distance analysis, sight visibility triangles shall be provided and maintained at the site driveway per AASHTO guidelines, with 625 feet to the right of the driveway and 555 feet to the left of the driveway. There should also be a sight distance of 480 feet in front of a vehicle approaching to make a left turn from future Bianco Road into the site driveway.
- In addition, within designated sight visibility triangles, landscaping should be maintained at a maximum of two (2) feet in height or as otherwise specified by Pinal County. Tree branches lower than seven (7) feet should be trimmed up and maintained to meet current acceptable landscape requirements.
- The proposed development could generate a total of 188 trips per day with peak hour trips totaling of 72 trips (36 in/36 out) during each peak hour. Pinal County's Requirements for a Traffic Impact Statement allow that developments generating fewer than 100 trips during the peak hour may only warrant a traffic statement such as this to document the trips generated.
- There are no paved roads or other transportation infrastructure that will be impacted by this development, at least not in the immediate future.
- As other development proposed for the area comes to fruition, the infrastructure constructed by and with those developments will need to take this development and the trips it will be generating into consideration.

Thank you for allowing CivTech to assist you on this project. Please contact me with any questions you may have on this statement.

Sincerely,

CivTech



Joseph F. Spadafino, PE, PTQE, PTP
Senior Project Manager/Traffic Engineer

Attachments (4)



PINAL COUNTY
WIDE OPEN OPPORTUNITY

**Pre-Application Meeting
Transportation Planning Review**

Applicant: IFIDA AZ Land Partners, LLC
Description: IFIDA Industrial Park
Parcel #: 50331003B
Date: March 2, 2023
Case #: Z-PA-016-23
Prepared by: Nina Arredondo, nina.arredondo@pinal.gov (Assigned Planner – Glenn Bak)

1. A portion of BIANCO ROAD is identified as a Regionally Significant Route (Principal Arterial) in the "Regionally Significant Routes for Safety and Mobility, Final Report". Additional ROW is needed at this location to comply with the "Regionally Significant Routes for Safety and Mobility, Final Report".
2. A half street right-of-way dedication (eastern boundary) and improvements will be required along BIANCO ROAD. The required minimum half street right-of-way for BIANCO ROAD is 75'. All right-of-way dedication shall be free and unencumbered.
3. All roadway and infrastructure improvements shall be in accordance with the current Pinal County Subdivision Regulations and Subdivision & Infrastructure Design Manual or as stipulated. The Regulations and Design Manual can be found on-line at <http://pinalcountyyaz.gov/Departments/PublicWorks/Pages/Documents.aspx>
4. Right-of-Way needed to be dedicated shall be applied for and accepted by Pinal County prior to approval of plans. For application and process information contact the Pinal County Public Works Real Estate Section, Real Property Coordinators, Loretta Ravelo, 520-866-7947; LorettaRavelo@pinal.gov, or Mayra Madrid, 520-868-6488; Mayra.Madrid@pinal.gov. If the proposed development site is within a platted subdivision a re-plat will be required to convey right-of-way and/or easements instead of processing through separate instrument as described above.
5. Site Development Plan: Show 75' half street ROW dedication width for BIANCO ROAD.
6. Regionally Significant Routes. Should the subject property be adjacent to a roadway(s) that has been identified as a Regionally Significant Route (RSR), the applicant will be required to comply with the "Regionally Significant Routes for Safety and Mobility, Final Report, (current version)" and the "Regionally Significant Routes for Safety and Mobility, Access Management Manual, (current version)".
<http://www.pinalcountyyaz.gov/PublicWorks/TransportationPlanning/Pages/LongRangeTransportation.aspx>

NOTE: THIS PRE-APPLICATION REVIEW IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND IS BASED ON LIMITED INFORMATION PROVIDED BY THE APPLICANT. ADDITIONAL REQUIREMENTS MAY APPLY.

Applicant's Signature & Initials Date
(By signing, you acknowledge receipt of paperwork only)



PINAL COUNTY
WIDE OPEN OPPORTUNITY

**Pre-Application Meeting
Engineering Division Requirements**

APPLICANT: AZ Land Partners, LLC
DESCRIPTION: IFIDA Industrial Park
PARCEL #: 50331003B
DATE: 3/14/2023
TIME: 2pm
CASE #: Z-PA-016-23
PREPARED BY: Stephanie Sanchez (Assigned Planner – Glenn Bak)

1. (If applicable) - Should the review of the Traffic Impact Analysis/Statement determine that additional infrastructure improvements are required and those additional improvements require the dedication of additional right-of-way, it is the applicant's responsibility for that dedication of right-of-way. All roadway and infrastructure improvements shall be in accordance with the current Pinal County Subdivision Regulations and the Subdivision & Infrastructure Design Manual. <https://www.pinalcountyz.gov/PublicWorks/Documents/FinalSublnfra.pdf>
2. Any new parking, as required by Planning, shall be paved.
3. Any required ADA parking shall comply with current ADA Guidelines.
4. Any new driveway(s) shall be a minimum 30' from the property line unless it is a joint use driveway. (Pinal County Subdivision & Infrastructure Design Manual, Chapter 6, Section 6.18.5).
5. (If applicable) - Existing private irrigation supply ditches and / or irrigation tail water ditches on this site or in the right-of-way adjacent to this site must be replaced with an underground pipeline located out of the right-of-way
6. A minimum 40' (half street) right-of-way dedication and road improvements will be required along the southern portion of the parcel (Mid-Section Lines). Right-of-way dedications being done by separate instrument (not part of any final plat) shall be completed and the recording information provided on all applicable plans prior to plan approval(s). All right-of-way dedication shall be free and unencumbered. For application and process information contact the Pinal County Public Works Real Estate Section, Real Estate Property Coordinators, Loretta Ravelo, (520)866-7947; [Loretta Ravelo@pinal.gov](mailto:Loretta.Ravelo@pinal.gov) or Mayra Madrid, (520)868-6488; Mayra.Madrid@pinal.gov

NOTE: THIS PRE-APPLICATION REVIEW IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND IS BASED ON LIMITED INFORMATION PROVIDED BY THE APPLICANT. ADDITIONAL REQUIREMENTS MAY APPLY.

NOTE TO APPLICANT/OWNER: It is the responsibility of the applicant/owner and their engineer/architect to accurately and clearly show ALL existing, above ground, and known underground conditions on all of the civil engineered improvement plans. Any discrepancies and/or omissions discovered at any time during the review process may lead to additional review comments and, in some instances, if discovered during construction may require revisions in the field at the owners expense.

COMMUNITY DEVELOPMENT
DEVELOPMENT DIVISION

85 North Florence Street, PO Box 2973 Florence, AZ 85132 T 520-866-6442 FREE 888-431-1311 F 520-866-6490 www.pinalcountyz.gov



W. MARICOPA - CASA GRANDE HWY. & N. BIANCO RD. INDUSTRIAL PARK CONCEPTUAL SITE PLAN

2084
FEBRUARY 4, 2024
HILGART WILSON
ENGINEER | PLANNING | SURVEY | MANAGE
This plan is conceptual and subject to change through the planning and development process.
11/2000/0004/0004/0004 - 0004/0004/0004/0004 - 0004/0004/0004/0004 - 0004/0004/0004/0004

UTILITY	PROVIDER
ELECTRIC	TBD
SEWER	
WATER	AZ WATER
SEPTIC	

UTILITY TABLE

MARICOPA - CASA GRANDE HWY.
N. BIANCO RD.

RSR PRINCIPAL ARTERIALS

SIGNIFICANT ROUTES

REGIONALLY

MAX BLDG. HEIGHT

RES. ADJ.

FRONT

SETBACKS

PROPOSED

EXISTING

ZONING

DESIGNATION

CASA GRANDE 2030

GROWTH AREA

FINAL COUNTY

COMPREHENSIVE PLAN

EMPLOYMENT

FINAL COUNTY

GROSS SITE AREA

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APN

Location: NEC Blanco Road & Minneapolis Road Alignments

Assumptions and/or Givens	6th Edition	AASHTO Ref
Elements of Design from AASHTO		
Driver Eye Height	3.50 ft	\$3.2.6.1, p 3-15
Passenger Vehicle	7.60 ft	\$3.2.6.1, p 3-15
Truck		
Object Height	2.00 ft	\$3.2.6.2, p 3-15
Stopping Sight Distance	3.50 ft	\$3.2.6.2, p 3-15
Passing Sight Distance	4.25 ft	\$3.2.6.1, p 3-15
Vehicle Height		
Driver Eye Location	14.50 ft	\$9.5.3.2.1, p 9-43
From Edge of Major Rd Traveled Way		
Deceleration Rate (a)	11.20 ft/sec ²	\$3.2.2.2, p 3-4
Passenger Vehicle	N/A ft	
Truck	2.50 sec	\$3.2.2.1, p 3-3
Brake reaction time (t)		

Site Specific Data (Bike & turn lanes are outside traveled way and are not considered)

Major Street Design Speed (V_{major})	50 MPH
Grades - Approaching Minor Street from: (— = approaching downhill)	
Left (G_L)	%
Right (G_R)	%
Approach Grade Adjustment Factor	Left 1.0 Right 1.0
Major Road Through Lanes on Each Approach	2.0 (Use 1 for RI/RO/LI only)
Median Width (in "Lane Equivalents")	1.0 (Use 0 for RI/RO/LI only)
Minor Road Approach Upgrade, if >3%	%
Minor Road Access (check restricted)	
	LI LO/Th RO

Stopping Sight Distance = Brake Reaction Distance + Braking Distance

$$d = 1.47Vt + 1.075 \frac{V^2}{a}$$

Eq 3-2, p 3-5

$$\text{Calculated } d = 423.8 \text{ ft}$$

$$\text{Design } d = 425 \text{ ft}$$

With Effect of Grade

$$d = 1.47Vt + \frac{V^2}{30 \left(\frac{a}{32.2} \right) \pm G}$$

Eq 3-3, p 3-5

$$\text{Calculated } d = 423.6 \text{ ft - left}$$

$$425 \text{ ft - right}$$

$$\text{Design } d = 423.6 \text{ ft - left}$$

$$425 \text{ ft - right}$$

SSD's do not consider design for truck operations, since better visibility is considered to offset longer braking distance.

\$3.2.2.5, p 3-6

Location: NEC Blanco Road & Minneapolis Road Alignments

Intersection Sight Distances

Case B—Intersections with Stop Control on the Minor Road

Case B1—Left Turn from the Minor Road					
Design Vehicle	Time Gap (t_g)				AASHTO Ref
Passenger Car	7.5 sec				\$9.5.3.2, p 9-42
Single-Unit Truck	9.5 sec				
Combination Truck	11.5 sec				\$9.5.3.2.1, p 9-43
Time gap adjustments					
Add'l lanes to cross (1 st is assumed)					
Passenger Car	0.5 sec				Tbl 9-6, p 9-44
Trucks	0.7 sec				Tbl 9-6, p 9-44
Minor Approach Upgrade (Per each 1%>3%)	0.2 sec				Tbl 9-6, p 9-44
See Notes below					
Site data					
Major Road Lanes on Left Approach	2.0				\$9.5.3.2.1, p 9-44
Minor Road Approach Upgrade, if >3%	0 %				\$9.5.3.2.1, p 9-44

Time Gap based on site data

Design Vehicle Gap+Adj for Approach Grade>3%+Adjs for Add'l Lanes & Median

Passenger Car	8.5 sec
Single-Unit Truck	10.9 sec
Combination Truck	12.9 sec

$$\text{ISD to left \& right along Major Road} \quad \text{ISD} = 1.47V_{major}t_g \quad (\text{ft}) \quad \text{Eq 9-1, p 9-45}$$

ISD to Left and Right

$$\text{Passenger Car} \quad \text{calculated ISD} = \frac{624.8 \text{ ft}}{\text{design}} \quad \text{ISD} = 625 \text{ ft}$$

$$\text{Single-Unit Truck} \quad \text{calculated ISD} = \frac{801.2 \text{ ft}}{\text{design}} \quad \text{ISD} = 805 \text{ ft}$$

$$\text{Combination Truck} \quad \text{calculated ISD} = \frac{948.2 \text{ ft}}{\text{design}} \quad \text{ISD} = 950 \text{ ft}$$

Location: NEC Bianco Road & Minneapolis Road Alignments

Intersection Sight Distances (cont'd)

Case B2—Right Turn from the Minor Road
&
Case B3—Crossing Maneuver from the Minor Road

AASHTO Ref
\$9.5.3.2.2, p 9-47
\$9.5.3.2.3, p 9-48

Design Vehicle	Time Gap (t_g)	
Passenger Car	6.5 sec	
Single-Unit Truck	8.5 sec	Tbl 9-8, p 9-47 &
Combination Truck	10.5 sec	Tbl 9-10, p 9-49
Time gap adjustments		
Add'l lanes to cross (1 st is assumed) - Case B-3 Only*		
Passenger Car	0.5 sec	See Notes
Trucks	0.7 sec	below
Minor Approach Upgrade (Per each 1% > 3%)		
Case B-2 Only	0.1 sec	Tbl 9-8, p 9-47
Case B-3 Only	0.2 sec	Tbl 9-10, p 9-49
Site data		
Major Road Lanes on Left Approach	2.0	\$9.5.3.2.2, p 9-47
Minor Road Approach Upgrade, if > 3%	0 %	\$9.5.3.2.2, p 9-47

Time Gap based on site data (sec)	B2 & B3	B3 Only
Design Vehicle Gap+Adj for Approach Grade > 3% (+Adj for Add'l Lanes & Median for B3)		
Passenger Car	7.5	8.0
Single-Unit Truck	9.9	10.6
Combination Truck	11.9	12.6

ISD to left (B2/B3) & right (B3) along Major RdSD=1.47V_{major}t_g (ft) Eq 9-1, p 9-45

Passenger Car	ISD to Left ISD to right (B2 & B3), (B3 Only)
calculated ISD=	551.3 588.0
design ISD=	555 590

Single-Unit Truck	calculated ISD=	727.7	779.1
Combination Truck	design ISD=	730	780
	calculated ISD=	874.7	926.1
	design ISD=	875	930

*Number of major road lanes is irrelevant in Case B2.

The differences between Case B1 and Cases B2 & B3 are reduced time gaps and time gap adjustment for the minor approach upgrade.

\$9.5.3.2.3, p 9-48

Location: NEC Bianco Road & Minneapolis Road Alignments

Intersection Sight Distances (cont'd)

Case F—Left Turns from the Major Road

AASHTO Ref
\$9.5.3.6, p 9-56

Design Vehicle	Time Gap (t_g)	
Passenger Car	5.5 sec	Tbl 9-16, p 9-57
Single-Unit Truck	6.5 sec	Tbl 9-16, p 9-57
Combination Truck	7.5 sec	Tbl 9-16, p 9-57
Time gap adjustments		
Add'l lanes to cross (1 assumed)		
Passenger Car	0.5 sec	See Notes to
Trucks	0.7 sec	Tbl 9-16, p 9-57
Site data		
Opposing Lanes (adj'd for x-wide median)	2.0	
Time Gap based on site data		
Design Vehicle Gap+Adj for Add'l Opposing Lanes		
Passenger Car	6.5 sec	
Single-Unit Truck	7.9 sec	
Combination Truck	8.9 sec	

ISD to front along Major Road ISD=1.47V_{major}t_g (ft) Eq 9-1, p 9-45

Passenger Car	calculated ISD=	477.8 ft
	design ISD=	480 ft
Single-Unit Truck	calculated ISD=	580.7 ft
	design ISD=	585 ft
Combination Truck	calculated ISD=	654.2 ft
	design ISD=	655 ft

The differences between Case F and Cases B1, B2 & B3 are reduced time gaps and no time gap adjustment for any minor approach upgrade.

\$9.5.3.6, p 9-58

SIGHT DISTANCE SUMMARY

Sight Distance Type	Governing Case	Car	SU Truck	Combo Truck
Stopping				
Without effect of grade		425	N/A	N/A
With effect of grade on left		425	N/A	N/A
With effect of grade on right		425	N/A	N/A
Intersection				
To Right	B1	625	805	950
To Left	B2/B3	555	730	875
On Major Road	F	480	585	655



DB Enterprise, LLC

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October 7, 2013

Mr. William Spires, President
Timberline Energy Inc.
1650 CR 240 (Bruce Rd.)
New Castle, Colorado 81647

Re: Timberline Small Contractor Yard

Dear Mr. Spires:

Per your request, I have prepared a traffic analysis for the proposed Timberline Small Contractor Yard commercial development which is located in Garfield County, Colorado. The proposed commercial development consists of 5.0 acres. The attached Figure 1 depicts the location of the site with respect to the surrounding area. The site is bounded by CR 240 on the east and north, agricultural land on the west, and US 6 on the south.

Existing Roadway System

The proposed commercial development will obtain its access from CR 240 (Bruce Road). This access is approximately 775 feet north of US 6. CR 240 is a two-lane, paved roadway. CR 240 begins at US 6 and ends at US 6 on the west, approximately 1.6 miles to the west. US 6 is a two-lane arterial roadway that is under the jurisdiction of the Colorado Department of Transportation. The intersection of CR 240 and US 6 is an unsignalized intersection with stop-control on CR 240. The attached Figure 2 depicts the existing roadway network.

Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation* report, 8th Edition, was used to estimate the number of vehicle trips the proposed commercial development will generate. The proposed site is expected to be used by small contractors as their storage yard for equipment and material. At most, the site is expected to have a maximum of 10 small contractors using the yard.

ITE has a number of land use categories that could be used for this analysis. Land use category 151, mini-warehouse is the best fit for the proposed development. This land use category is designed to be used for a typical storage facility which has storage units that are about the size of a single car garage. Clearly, the proposed commercial development is not of this nature. Each small contractor is going to use a larger piece of land than a single car garage. For the purposes of this analysis, I am proposing to use the term "parcel" be used to describe the space each small contractor is expected to use. The attached Table 1 depicts the estimated vehicle trips for the proposed development based on ITE trip generation rates.

However, based on my experience, the ITE estimate in Table 1 underestimates the daily vehicle trips that will be generated by the proposed development at full build out. Contractors use the yard to pick up equipment and material in the morning and drop off the equipment and material at the end of the day. Some of the contractors may visit the proposed commercial development during the day, but it is not expected to be a regular occurrence for all ten contractors. If you assume that each contractor visits the site in the morning and evening and 50 percent will visit the site during the day, the proposed commercial development is expected to generate a total of 50 vehicle trips at full build out. This estimate seems more realistic based on how the site will be used.

Total Traffic Volumes

The 2002 Transportation Study for Garfield County reported a daily traffic count for CR 240 (Bruce Road) of 175 daily vehicle trips. It is not known where this count was taken. If you assume an annual growth rate of one percent, the estimated Year 2013 traffic volume is 195 daily vehicle trips. Adding the estimated site-generated traffic to this estimate, the total Year 2013 daily vehicle trips would be 245 daily vehicle trips. Site-generated traffic accounts for 20 percent of total traffic.

The resulting daily traffic estimate of 245 daily vehicle trips will not result in the need for additional improvements to CR 240 or the intersection of US 6 and CR 240.

Conclusions


Based on the information contained in this report, the proposed Timberline Small Contractor Yard will have a minimal impact to CR 240 (Bruce Road) and US 6.

* * *

I trust that my findings and recommendations will assist in the planning for the proposed Timberline Small Contractor Yard commercial development. Please call me if I can be of further assistance.

Respectfully submitted,

DB Enterprise, LLC

By: Dave L. Ruble
Dave L. Ruble, P.E.


DLR/bar

Enclosures: Figures 1 and 2
Table 1

Table 1
Estimated Vehicle Trip Generation
Timberline Small Contractor Yard Commercial Development
Garfield County, Colorado
(DBE #130100; October, 2013)

ITE Category	Quantity	Trip Generation Rates (1)				Total Vehicle Trips Generated			
		Average Weekday	AM Peak-Hour In	AM Peak-Hour Out	PM Peak-Hour In	PM Peak-Hour Out	Average Weekday	AM Peak-Hour In	PM Peak-Hour Out

151 Mini-Warehouse	10 Parcels	0.25	0.01	0.01	0.01	0.01	3	-	-
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Notes:
(1) Source: "Trip Generation", Institute of Transportation Engineers, 8th Edition, 2008.