



Cave Creek | Carefree

Transportation Framework Study

Working Paper No. 2
Existing and Future Conditions





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EXISTING AND FUTURE CONDITIONS

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October 2013



This report was funded in part through grant(s) from the Federal Highway Administration and/or Federal Transit Administration, U.S. Department of Transportation. The contents of this report reflect the views and opinions of the author(s) who is responsible for the facts and accuracy of data presented herein. The contents do not necessarily state or reflect the official views or policies of the U.S. Department of Transportation, the Arizona Department of Transportation, or any other State or Federal Agency. This report does not constitute a standard, specification or regulation.



Table of Contents

I. INTRODUCTION.....	1
A. Purpose of the Study	1
B. Purpose of this Working Paper.....	1
C. Study Goals and Objectives	1
D. Study Area Overview	2
E. Study Process.....	3
II. REVIEW OF STUDIES, REPORTS AND PLANS	4
A. Key Reference Material Pertinent to the Study Area	4
B. Summary of Pertinent Reference Material	5
1. General Plans	5
2. Transportation Plans.....	8
3. Other Pertinent Reference Material	15
C. Additional Reference Material Relevant to the Study Area	18
III. SOCIOECONOMIC CHARACTERISTICS OF THE STUDY AREA.....	19
A. Land Ownership	19
B. Existing Population and Employment	21
C. Environmental Justice Review (Title VI).....	25
D. Future Population and Employment	29
IV. LAND USE AND DEVELOPMENT	33
A. Existing Land Use	33
B. Future Land Use.....	34
C. Bicycle Associated Economic Activity	37
1. Current Conditions	37
2. Future Economic Activity.....	41
V. ENVIRONMENTAL OVERVIEW	43
A. Physical Environment	43
1. Drainage Features	43
2. Historic and Cultural Resources.....	44
B. Natural Environment.....	44
1. Environmentally Sensitive Areas and Habitats	44
2. Threatened and Endangered Species.....	44
3. Wildlife Linkages Zones	45





VI. EXISTING AND FUTURE TRANSPORTATION SYSTEM	47
A. Existing Transportation Conditions	47
1. Existing Roadway System.....	47
Roadway Facilities.....	47
Crash Data Analysis	47
Existing 2013 Level of Service	58
Access Management	64
2. Transit	68
3. Bicycle/Pedestrian	70
4. Special Events Traffic and Parking	74
B. Future Transportation Conditions.....	80
1. Planned/Programmed Roadway System Improvements	80
2. Future Traffic Conditions.....	80
3. Future Public Transportation.....	83
4. Bicycle/Pedestrian	83
VII. APPENDIX.....	86
A. Cave Creek Drainage Master Plan	A
B. Carefree Drainage Master Plan.....	B
C. 2013 Weekend ADT Volumes.....	C
D. 2013 Weekend Intersection Turning Movement Counts (PM Peak)	D
E. 2009 FDOT Quality/Level of Service Handbook.....	E
F. 2013 Intersection Level of Service Analysis (PM Peak)	F





List of Figures

Figure 1: Study Area.....	2
Figure 2: Land Ownership.....	20
Figure 3: Population Density - 2010.....	23
Figure 4: Employment Density - 2010	24
Figure 5: Minority Density - 2010	26
Figure 6: Elderly Density - 2010.....	27
Figure 7: Poverty Density - 2010.....	28
Figure 8: Population Density - 2035.....	31
Figure 9: Employment Density - 2035.....	32
Figure 10: Existing Land Use	35
Figure 11: Future Land Use	36
Figure 12: Economic Generators and Attractors	42
Figure 13: Environmental Resources.....	46
Figure 14: Existing Number of Lanes	52
Figure 15: Posted Speed Limit	53
Figure 16: Intersection Configuration and Traffic Control Type.....	54
Figure 17: FHWA Functional Classification	55
Figure 18: Crash Analysis	56
Figure 19: Existing Weekday Traffic Volumes and LOS	62
Figure 20: Existing Intersection PM Peak Hour Volumes	63
Figure 21: Existing/Proposed Bike and Trail Facilities.....	73
Figure 22: Cave Creek Event Condition Analysis	76
Figure 23: Carefree Event Condition Analysis.....	79
Figure 24: 2035 Number of Lanes.....	81
Figure 25: 2035 Daily Traffic Volumes and LOS.....	82
Figure 26: Typical Cave Creek Road Cross-Section.....	85





List of Tables

Table 3.1: Land Ownership	19
Table 3.2: Population Growth and Housing Analysis.....	21
Table 3.3: Employment Growth Analysis.....	22
Table 3.4: Environmental Justice Analysis.....	25
Table 3.5: Future Population Growth and Housing Analysis.....	29
Table 3.6: Future Employment Growth Analysis.....	30
Table 3.7: Employment to Population Balance	30
Table 6.1 – Roadway Segment Crash Rate Comparisons	49
Table 6.2 – Intersection Crash Rate Comparisons	50
Table 6.3 – 2013 Weekend Daily Traffic	57
Table 6.4 – Level of Service Criteria for Urban Street Facilities	59
Table 6.5: Summary of Generalized Annual Average Daily Volume Threshold.....	60
Table 6.6: Level-of-Service Criteria for Signalized Intersections	61
Table 6.7: Level-of-Service Criteria for Unsignalized Intersections	61
Table 6.8: Existing 2013 PM Peak Hour Level of Service Summary.....	61
Table 6.9: Town of Cave Creek Access Management Guidelines	64
Table 6.10: Existing Access Control Summary	65





I. INTRODUCTION

A. Purpose of the Study

The purpose of the Cave Creek/Carefree Transportation Framework Study (TFS) is to develop a comprehensive master plan that will guide transportation development in the communities of Cave Creek and Carefree. As a framework document, this study is intended to serve as a coordinated reference for addressing existing and anticipated transportation issues within and amongst each community, with a particular emphasis placed on local and regional bicycle/pedestrian linkages and special event traffic and parking management.

B. Purpose of this Working Paper

This Working Paper has been prepared to document the existing and future conditions within the TFS study area. The collection, review and analysis of existing and future conditions serves as an important input into the development of future phases of this study, and will ultimately assist in the formation of the study's Final Transportation Framework Recommendations. Better

The following sections address all facets of conditions in the study area including socioeconomic and demographic characteristics; land use and zoning; environmental and cultural resources; environmental justice factors; drainage and floodway conditions; and transportation systems. The findings from the analysis of these conditions for the study's base year 2013 and horizon year of 2035 are summarized below. A 2035 planning horizon year was chosen for this study to ensure that proposed projects anticipate needs and provide long-term benefits for the study area.

C. Study Goals and Objectives

This section presents the preliminary goals and objectives that have been established for the TFS. Thoughtful goals ensure a long-range, needs-based perspective that will assist in effectively identifying and implementing transportation initiatives in the study area. Furthermore, realistic and insightful goals provide guidance to the overall study process, and also afford a means of evaluating progress in implementing final recommendations of the plan.

The following set of preliminary goals was formed to help guide the initial development of this Transportation Framework Study. During future phases of this project these goals and objectives will be refined as further data and public input is collected:

- Continue development of the regional bike network on Cave Creek Road, Tom Darlington Drive and Pima Road, develop a community bike loop around Black Mountain, and enhance associated economic activity
- Develop bicycle and pedestrian linkages between the Town Centers; and
- Develop strategies to improve access, parking and safety for the multiple special events in both Towns throughout the year.

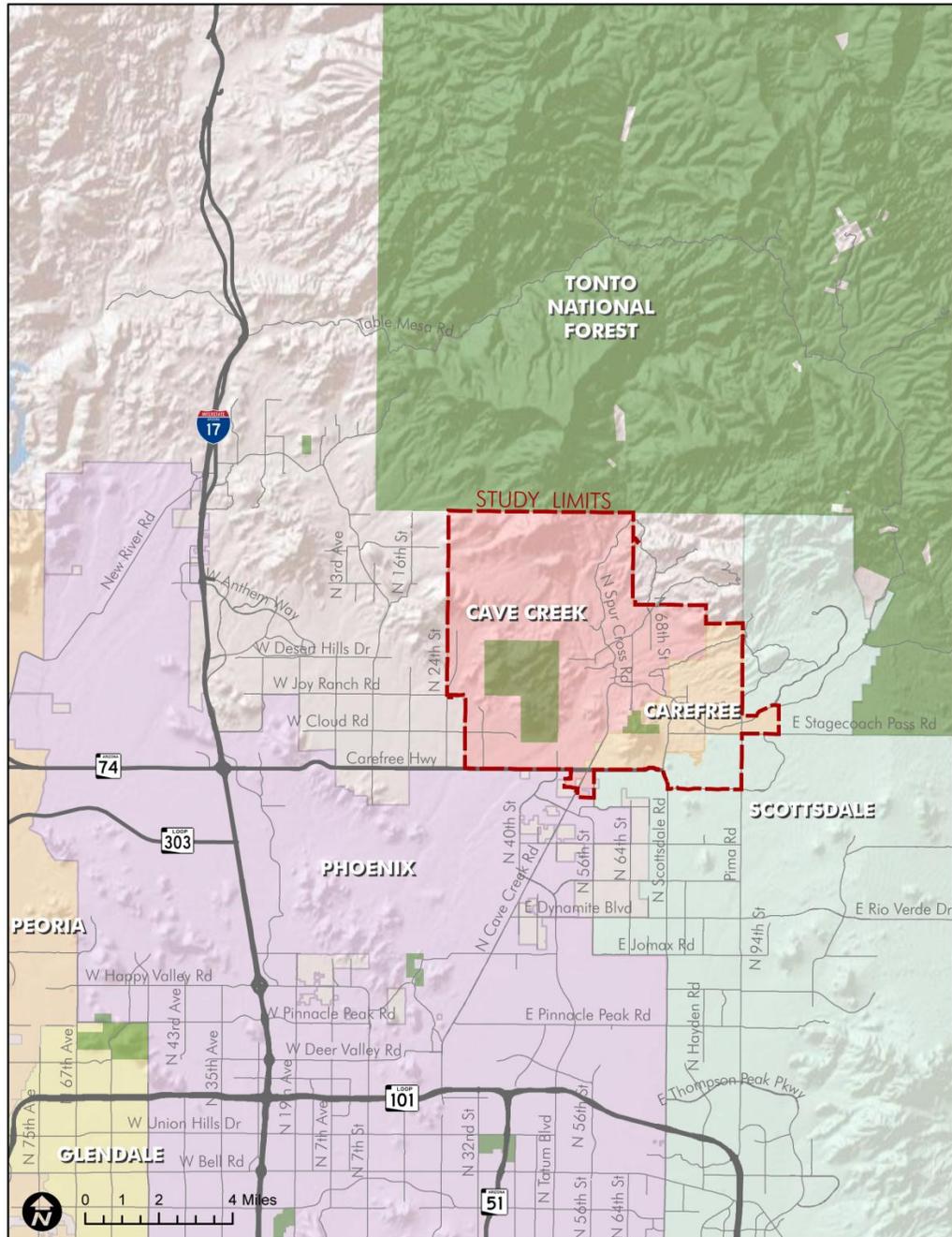




D. Study Area Overview

The study area for the Cave Creek/Carefree Transportation Framework Study predominantly includes the Municipal Planning Areas (which also align with the Town Limits) for the communities of Cave Creek and Carefree. The study area is generally bounded by the Tonto National Forest Service boundary on the north, Pima Road on the east, Carefree Highway on the south and 24th Street on the west, but also includes a portion of Scottsdale lying east of Scottsdale Road and north of Westland Road and west of Pima Road. The Study Area is depicted in *Figure 1* below.

Figure 1: Study Area



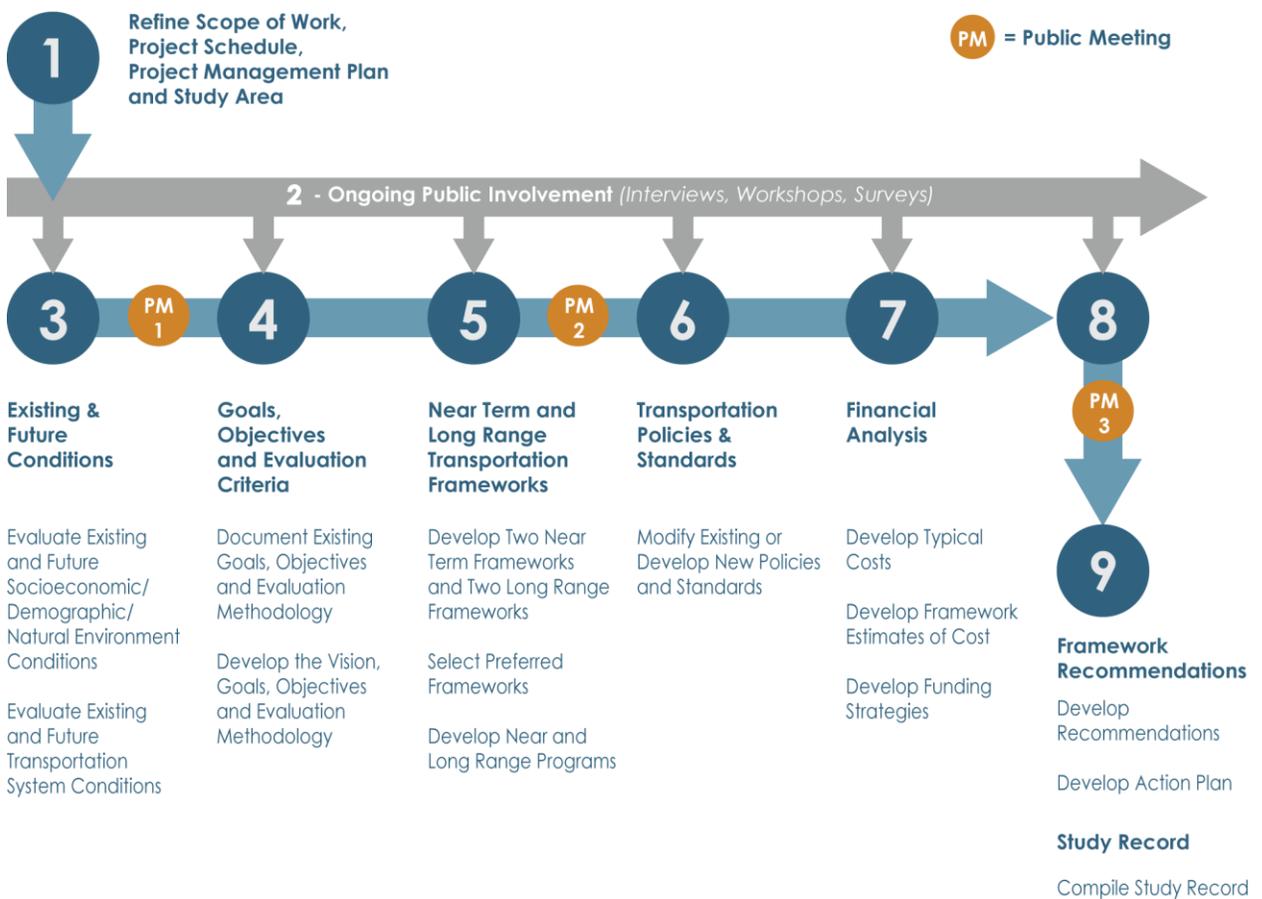
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E. Study Process

A simplified view of the TFS study process is shown by the following diagram. The overall process is comprised of nine (9) distinct phases or tasks, which sequentially build upon each other to develop the final study record. A key component of the overall process is the ongoing public involvement effort that utilizes various public outreach activities to influence each phase of the study. Additionally, Public Meetings are scheduled at key milestones to present findings and obtain feedback.





II. REVIEW OF STUDIES, REPORTS AND PLANS

Currently, several existing plans, studies and reports address transportation issues in the study area. The primary purpose of this chapter is to review these documents to recognize what planned transportation improvements are already identified as well as ascertain what issues have been ongoing concerns of residents and public officials. A secondary purpose of this review is to extract data that may be useful in conducting the technical analysis required to identify near term and long range transportation system improvements.

This chapter divides the review of these documents into two types: (1) “pertinent,” and (2) “relevant.” The first pertinent list of sources includes those documents that were identified to have the most comprehensive impact on future growth or addressed a significant transportation element within the study area. A brief summary of these sources and a statement on their relevance to the study area is provided in subsequent sections of this Working Paper. The second relevant list of sources consists of documents that impact the study area to a lesser degree. These documents predominantly provide secondary background information on a specific portion or aspect of the study area. These sources are listed for reference to allow for further review, if deemed necessary, during the course of identifying and evaluating potential improvement actions or projects.

KEY FINDINGS

- Within the study area, Cave Creek Road, Carefree Highway, Tom Darlington Drive, and Pima Road are recognized as regional arterial roadways, while Spur Cross Rd, Schoolhouse Road, and Stage Coach Pass are acknowledged as important local collector roadways.
- The majority of plans consistently encourage the development of a multi modal transportation system that incorporates pedestrian and bicycle facilities as well as small scale transit services.
- Maintaining or preserving the rural scenic character of the area is a common theme amongst plans.

A. Key Reference Material Pertinent to the Study Area

Agency	Report or Study	Date
Carefree	General Plan 2030	2012
Carefree	Carefree Transportation Plan	2008
Carefree	Economic Development Strategic Plan 2011-2012	2013
Carefree/FCDMC	Drainage Master Plan	2003
Cave Creek/Carefree	Public Transportation Survey	2009
Cave Creek	General Plan	2005
Cave Creek	Town Core Plan	2012
Cave Creek	Design Guidelines	2007-09
Cave Creek/FCDMC	Drainage Master Plan	2008
Cave Creek/MAG	Cave Creek Bike Study	2011
Cave Creek/Carefree	Public Transportation Survey	2009
MAG	Regional Transportation Plan	2010
MAG	Regional Bike Map	2012
Maricopa County	Carefree Highway Access Management and Corridor Improvement Study	2007
Maricopa County	Carefree Highway Scenic Corridor Study	2008
Maricopa County	Comprehensive Plan	2002
Maricopa County	New River Area Plan	1999
Maricopa County	Transportation System Plan	2007





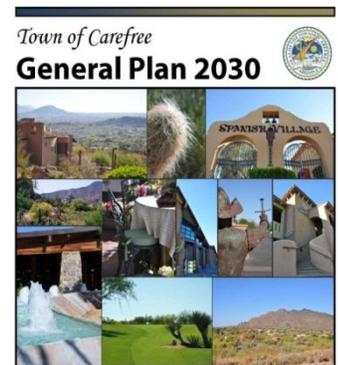
Agency	Report or Study	Date
Maricopa County	Major Streets and Routes Plan	2011
Maricopa County	Bicycle Transportation System Plan	1999
Phoenix	General Plan	2002
Phoenix	Desert View Village General Plan Map	2012
Scottsdale	General Plan	2001
Scottsdale	Transportation Master Plan	2008

B. Summary of Pertinent Reference Material

1. General Plans

Town of Carefree General Plan 2030 (2012)

Summary: This long range “general” policy document establishes a series of goals, objectives, and policies, upon which all community development decisions within Carefree are based. The goals, objectives, and policies are focused around maintaining Carefree’s vision as a unique small town of well-designed homes and businesses that harmonize with their Sonoran Desert setting. Overall, with limited availability of undeveloped land, the Carefree General Plan places a particular emphasis on the enhancement of the Town Center, preserving the character of existing neighborhoods, and encouraging (where appropriate) more intense land uses.



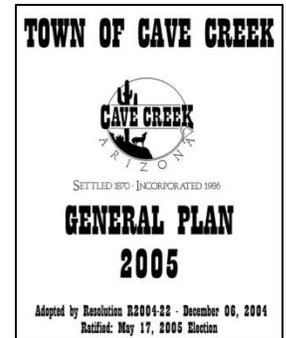
Relevance to Current Study: Several of the plan elements (particularly the circulation element) include goals, objectives, and/or policies that directly or indirectly support the development of a multi-modal transportation system within the community. Some of these key provisions include:

- Utilize the 2008 Carefree Transportation Plan to support public decisions regarding improvements to the Town’s circulation system.
- Pursue appropriate traffic calming and other control measures as needed to protect the quality of life; safety of motorists, bicyclists and pedestrians; and the carrying capacity of the Town’s streets.
- Incorporate quality design features in circulation projects that contribute to Carefree’s identity.
- Evaluate vehicular, pedestrian and bicycle accessibility to the planned growth areas, and plan for future improvements...in conformance with Traffic, Pedestrian and Bicycle Plan.
- Encourage adjacent public agencies to construct regional by-pass traffic routes to help alleviate existing and future traffic congestion on the Town’s streets.
- Plan for the design and development of pedestrian and bicycle pathways along arterial streets and between strategic Town destinations (i.e. Town Center and nearby resorts, Town Center and other commercial areas, Town boundary and Town Center)
- Improve pedestrian and bicycle friendly amenities within the Town Center.



Town of Cave Creek General Plan (2005)

Summary: This plan represents a long-term policy framework that is intended to assist Town decision-makers as they guide Cave Creek into the future. As a community that embraces their western heritage, equestrian lifestyle, and overall rural development pattern, this plan is grounded in the need to address several challenges related to the continued urbanization of the Phoenix metropolitan area, including: planning for sustainability, protecting Cave Creek's open spaces and natural resources, and protecting the Town from traffic and development impacts of adjacent communities.



Relevance to Current Study: Through its seven elements, the Cave Creek General Plan introduces several goals, objectives, and policies that seek to improve transportation related issues in the Town, and devotes significant attention to developing roadways that maintain a rural atmosphere, expanding non-vehicular circulation facilities (particularly in the Town Core), relieving limited access issues, and improving parking in the Town Core during special events. More specifically some of these key provisions include:

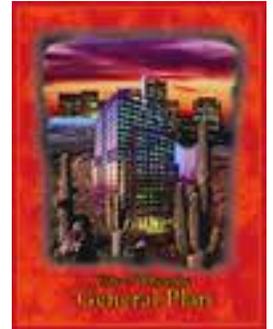
- Discourage new roadway crossings or enhancement of existing roadway crossings of Apache Wash, Ocotillo Wash, Galloway Wash, Cave Creek Wash, Willow Springs Wash and other significant washes.
- Leave roads unpaved whenever possible and feasible. ..At the discretion of the Town Engineer, permit paving only on arterial roads, i.e. Cave Creek Road and Carefree Highway, new subdivisions, and roads that have been paved prior to the adoption of this plan.
- Limit Cave Creek Road to a 4-lane divided road with low speeds and design elements to discourage vehicular traffic traveling through Town. Limit all roads besides Cave Creek Road, Carefree Highway, and major collectors, to two lanes maximum, with a standard design providing shoulders instead of curb and gutter.
- Discourage the use of traffic lights.
- Discourage the extension of Spur Cross, Flemming Springs, School House, Morning Star, Cahava Ranch, Honda Bow, Echo Canyon, and Old Stage Roads and other roads that may have undesirable impacts on the visual quality and rural character of the Town.
- Limit the connection of road alignments along 28th, 34th and 36th Streets from Cloud Road as part of any future development; such limitation would not preclude connecting those alignments with 32nd Street by loop roads.
- Encourage facilities to be provided for bicycles, horses and pedestrians and persons with disabilities as part of any new development or roadway as well as any improvement to existing development or roadway.
- Connect non-motorized travel facilities constructed as a part of a roadway to recreational trails.
- Discourage multi-level above-ground parking facilities and encourage below-ground parking.
- Discourage parking which backs out onto Cave Creek Road.





City of Phoenix General Plan (2002)

Summary: This document provides long range goals, policies, and recommendations to direct the growth, conservation, and redevelopment of Phoenix. Consisting of 16 individual elements, the General Plan provides a comprehensive framework that focuses on three key principles; balance housing and employment, concentrate intensity in village cores, and promote the unique character of each village. While the individual elements of the Phoenix General Plan provides several recommendations applicable to the City as a whole, the plan emphasizes the “urban village” model that divides the City into 14 unique villages, which are intended to each offer a variety of housing, job opportunities, education, recreation, and shopping facilities. The southern and western edge of the TFS study area is located adjacent to the *Desert View Village*. The *Desert View Village* planning area generally identifies a rural development character for land adjacent to the TFS study area.



Relevance to Current Study: The Plan sets forth a number of general goals and recommendations for Phoenix that implicitly affect the transportation system within the TFS study area, however, the *Desert View Village* plan lacks a detailed discussion regarding circulation that presents any explicit goals that effect transportation within the study area. Generally the plan encourages the development of a multi-modal transportation system and recognizes Cave Creek Road and Carefree Highway as Scenic Corridors.

City of Scottsdale General Plan Update (2001)

Summary: This plan functions as the primary tool for shaping the physical form of the City while also guiding other aspects of the community. The plan varies from the standard general plan outline by establishing distinctive elements that are unique to Scottsdale. Each element then includes a vision statement, goals, and approaches that are focused around six guiding principles; preserve open space, enhance neighborhoods, seek sustainability, support economic vitality, advance transportation, and value Scottsdale’s unique lifestyle and character.



The City is currently in the process of creating the Scottsdale General Plan 2014 and expects to bring the plan to voters for ratification in November of 2014.

Relevance to Current Study: Many of the goals and approaches presented in the General Plan promote sound planning policies that are relevant to the discussion of the Cave Creek/Carefree TFS, including coordinating all planned and existing regional links by actively working with adjacent jurisdictions, ADOT, MAG, and regional transit authorities; integrating alternative modes of transportation along regional networks; and continuing implementation of the regional bicycle system.



Maricopa County Comprehensive Plan 2020 (2002)

Summary: This plan is intended to guide decisions about development in unincorporated areas of Maricopa County. Given the vast area under the jurisdiction of the County, this plan provides a series of generalized goals, objectives and policies pertaining to eight specific elements. However, the Comprehensive Plan also contains several underlying Area Plans that provide additional, more detailed direction regarding land use and development within key areas of the County. The western portion of the TFS study area is located within the *New River Area Plan*. The *New River Area Plan* is focused around a vision that preserves a variety of lifestyles, including the rural and ranching lifestyle along with providing a balanced transportation system.

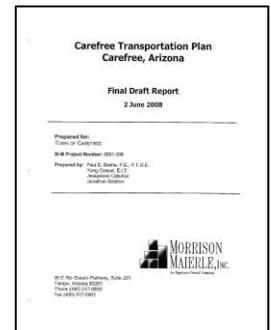


Relevance to Current Study: The *New River Area Plan* provides several recommendations specific to the development of transportation systems within the TFS study area. Some of the most relevant policies include; encouraging roadways with wide dust free shoulders rather than curbs, gutters and sidewalks, which reflect the local community and neighborhood preferences; maintaining the expansion of Carefree Highway to a 6-lane right-of-way; continuing the scenic corridor status for Carefree Highway in conjunction with City of Phoenix; and delineating and protecting the dedication of bike lanes and equestrian trails along major roadways.

2. Transportation Plans

Carefree Transportation Plan (2008)

Summary: The Town of Carefree Transportation Plan evaluated its transportation system to ensure that it aligns with the Town’s General Plan 2020 as the Town grows . The multi-modal transportation plan incorporates safety, efficiency, balance, mobility, accessibility and aesthetics. The plan establishes conceptual plans for streets, bicycles, pedestrians and the Town Center. The goals, objectives, and policies focus on preserving the vision and character of the Town of Carefree as described in the General Plan while developing a transportation system that supports planned economic development.



Relevance to Current Study: Several of the findings as well as the recommended improvements directly or indirectly impact the development of a multi-modal transportation system within the Carefree community. Some of these recommendations include:

- Traffic volumes in Carefree do not follow a typical commute pattern (with a morning and evening peak hour) and show a peak hour occurring during the middle of the day.
- Under the 2008 traffic volumes, the intersection of Pima Road and Stagecoach Pass experiences high traffic volumes. In 2006, a signal warrant analysis was completed for the intersection and determined that a traffic signal was warranted. This intersection is under the





jurisdiction of the City of Scottsdale. The City of Scottsdale has stated that a traffic signal is planned for the intersection of Pima Road and Stagecoach Pass.

- Travel speed data was collected in January 2008. Of the 28 speed data locations, by direction, 27 locations indicate over 60 percent of vehicles are within the 10 mph pace speed.
- Collision data was collected from January 2002 to November 2006. 43 percent of the collisions in the Town of Carefree are categorized as single vehicle. The majority of the collisions resulted in inattention, speed too fast for the conditions, and failure to yield the right-of-way. 62 percent of the collisions reported resulted in no injuries.
- The major arterial roadways in the Town of Carefree consist of Carefree Highway, Cave Creek Road, Tom Darlington Drive and Pima Road, south of Cave Creek Road. The existing right-of-way on Cave Creek Road and Tom Darlington Drive is 100 feet. The study does not recommend further widening of Cave Creek Road and Tom Darlington Drive.
- The study classified Pima Road, north of Cave Creek Road and Stagecoach Pass, from Tom Darlington Drive to Mule Train Road as minor collector roads. Stagecoach Pass, east of Mule Train and east of Pima Road is within the City of Scottsdale jurisdiction. The City of Scottsdale may classify the section of Stagecoach Pass east of Pima Road to a collector, which could result in significant traffic changes.
- The study states that the addition of sidewalks could require elimination of landscaping, may require curb and gutter and right-of-way. The study listed Tom Darlington Drive, Cave Creek Road, and Pima Road as possible locations for the installation of sidewalks.
- The study states that separate bicycle lanes and paths would require wider streets and require substantial expense. Bike routes, where bicyclist and motor vehicles share the roadway, would be less expensive and only require the installation of signs. The study listed Tom Darlington Drive, Cave Creek Road, and Pima Road as possible locations for the installation of bicycle lanes, paths or routes.
- There are no existing transit facilities within the Town of Carefree. A typical bus route would not be successful within the Town of Carefree due the Town's peak travel patterns. The study does recommend a locally-funded circular route service similar to the Scottsdale Trolley. This would connect residential areas to commercial areas like the Town Center.
- The study recommends that Tom Darlington, south of Stagecoach Pass and Cave Creek Road, east of Tom Darlington Drive be narrowed to one-lane in each direction.
- The study recommends that right-turn deceleration lanes be installed on Tom Darlington Drive and Cave Creek Road in the vicinity of the Town Center.
- The study recommends that pedestrian crosswalks be installed on Tom Darlington Drive and on Cave Creek Road in the vicinity of the Town Center. Subsequent to this recommendation, crosswalks were installed at the intersection of East Ho Road and Tom Darlington Drive as well as Hum Road and Cave Creek Road.



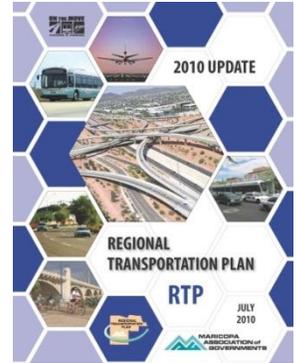


Cave Creek/MAG Bike Study (2011)

(See Section VI-B.4 for additional information regarding this recently completed study)

MAG Regional Transportation Plan (2010)

Summary: The Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through Fiscal Year (FY) 2031. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation.

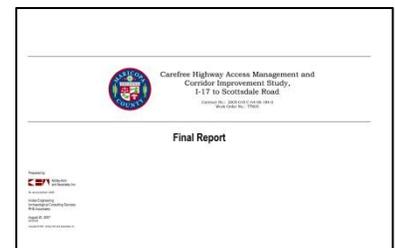


Relevance to Current Study: Several of the RTP’s findings as well as the recommended improvements, directly or indirectly impact the development of a multi-modal transportation system within the Carefree and Cave Creek communities. Some of these recommendations include:

- Indicates Schoolhouse Road and Spur Cross Road north of Cave Creek Road as 2-lane arterial roadways in 2030.
- The Regional Transportation Plan indicates that by 2030, Carefree Highway west of Cave Creek Road will be widened to a 6-lane road and widened to a 4-lane road east of Cave Creek Road; Cave Creek Road will be widened to a 6-lane road south of Carefree Highway; and Pima Road south of Cave Creek Road will be widened to a 4-lane road.
- Planned arterial road improvements to Scottsdale Road, south of Carefree Highway; Pima Road, south of Cave Creek Road; and Carefree Highway, between Cave Creek Road and Scottsdale Road. These improvements are phased for FY 2016-FY 2020.
- Carefree has an in-house pavement management system where visual inspections are conducted by staff every 18 to 24 months. Inspectors complete a form developed by the Asphalt Institute.
- Currently, there is no transit service within Cave Creek or Carefree and there is no future transit service planned for Cave Creek or Carefree.

Carefree Highway Access Management and Corridor Improvement Study (2007)

Summary: The Carefree Highway Access Management and Corridor Improvement Study developed access management policies and guidelines as well as recommended improvements for Carefree Highway between I-17 and Scottsdale Road. The recommended corridor improvements included roadway type, number of lanes, roadway cross-section and ultimate right-of-way requirements, traffic control measures, access features, and drainage improvements to safely accommodate future travel demands.





Relevance to Current Study: Several of the study's access management policies and guidelines as well as the recommended improvements directly or indirectly impact the development of a multi-modal transportation system within the Carefree and Cave Creek communities. Some of these recommendations include:

- Based on 2026 traffic projections, a six-lane principal arterial roadway will be required on Carefree Highway between I-17 and Cave Creek Road. A right-of-way width of 140 feet is recommended to accommodate six through travel lanes, a raised median, bicycle lanes, sidewalks, and utilities. New right-of-way will be required between 44th Street and Cave Creek Road.
- Based on 2026 traffic projections, a four lane minor arterial roadway is recommended on Carefree Highway between Cave Creek Road and Tom Darlington Drive/Scottsdale Road. A right-of-way width of 110 feet is recommended to accommodate four through travel lanes, a raised median, bicycle lanes, sidewalks, and utilities.
- The study recommended improvements to accommodate the 2026 projected traffic volumes including the installation of dual left-turn lanes at the intersection of Carefree Highway and Cave Creek Road and the installation of a new traffic signal at the intersection of 32nd Street and Carefree Highway.
- The study recommended access management policies and guidelines for Carefree Highway based on Maricopa County, City of Phoenix and national access management guidelines west of Cave Creek Road and based on City of Scottsdale access management guidelines east of Cave Creek Road.
- Several access management guidelines were listed which fall within TFS area. These guidelines included allowing new traffic signals at a minimum spacing of 2640 feet, installing or retaining medians, avoiding direct access to Carefree Highway where access alternatives exist, installing curb and gutter and consolidating existing driveways.
- Symmetrical right-of-way acquisition was recommended for Carefree Highway between 44th Street and cave Creek Road. The proposed 110 foot cross-section proposed for Carefree Highway between Cave Creek Road and Tom Darlington Drive/Scottsdale Road will require new right-of-way acquisition in only two isolated areas.

Carefree Highway Scenic Corridor Study (2008)

Summary: The Maricopa County Comprehensive Plan provided a guide for decisions concerning growth and development, and considered strategies for addressing growth-related impacts. Among the strategies was the creation of scenic corridors for unique roads in Maricopa County. The Carefree Highway area is one of these roads, and thus the Carefree Highway Scenic Corridor Study established guidelines to help enhance this area's special characteristics. This study provides guidelines to help protect and enhance the Carefree Highway area as development occurs while allowing residents to provide input on the development of their region.





Relevance to Current Study: The portion of Carefree Highway included in the scenic corridor plan is located in unincorporated Maricopa County between 7th Avenue and the 28th Street alignment. The scenic corridor is bordered by the City of Phoenix to the west and the Town of Cave Creek to the east.

- This revised study refines the types of commercial uses that are acceptable within the study area, and allows for future expansion of neighborhood commercial uses under certain conditions that reflect the rural character of the study area, and help accommodate specialized or niche neighborhood retail and office uses that are not intended to serve or attract customers or traffic from beyond the immediate planning area.
- The New River Area Plan designates most of the land within the Carefree Highway Scenic Corridor as Rural Residential which primarily allows residential development up to 1 residential dwelling unit per acre.
- The study lists goals for planning land uses along the corridor that will maintain the scenic character of Carefree Highway. These goals also maximize the transportation system efficiency by coordinating land use and transportation planning.

Maricopa County Transportation System Plan (2007)

Summary: The Transportation System Plan is intended to define Maricopa County's role in transportation within the region, foster a seamless transportation system and guide the selection of transportation projects within all unincorporated areas of Maricopa County. In particular, the Transportation System Plan addresses how to best use limited revenues to maintain and enhance the existing road network, while meeting demand for new facilities in growing areas.



Relevance to Current Study: Unincorporated Maricopa County land is located west of the Town of Cave Creek, north of Carefree Highway. There are pockets of unincorporated Maricopa County land also located south of Carefree Highway, east and west of Cave Creek Road. The following lists the findings associated with these areas.

- Carefree Highway, west of Cave Creek Road is classified as a principal arterial. 24th Street, 16th Street, 7th Street and 7th Avenue, north of Carefree Highway are classified as minor arterials.
- All county roads located near the TFS area currently operate at a level-of-service A.
- Outside of the Phoenix metropolitan area, in rural unincorporated areas of the county, demand-responsive dial-a-ride service is the only transit option.
- The study illustrated that Carefree Highway, west of Cave Creek Road and Cave Creek Road, south of Carefree Highway is designated as a bike route or has a bike lane.
- The study illustrates the Maricopa County Trail Plan. The County requires that both new roads and roadway widening projects accommodate trail crossings. The Maricopa Trail is shown to run along the north end of Cave Creek and Carefree, into the Tonto National Forest. A "Priority 2" trail is shown to cut through the center of Cave Creek.



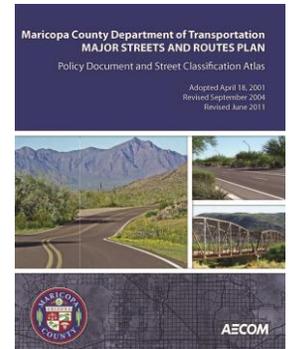


- The study recommended that by 2015, Carefree Highway will need to be widened between 48th Street and 32nd Street to accommodate future projected traffic volumes.

Maricopa County Major Streets and Routes Plan (2011)

Summary: The Maricopa County Major Streets and Routes Plan is an important tool for planning future development along County roads. It insures adequate visibility and access, protects property values and the neighborhood character, and enhances the unique qualities of County areas. It also minimizes unnecessary costs and impact to property owners and the public as designated roadways are improved.

Relevance to Current Study: The Maricopa County Major Streets and Routes Plan identifies future roadway classifications for county roads. The functional classification for roadways within cities or towns is included for the purpose of showing continuity with county roadways. The following are the functional classifications for roadways within or bordering the Towns of Carefree and Cave Creek as documented in the Maricopa County Major Streets and Routes Plan:



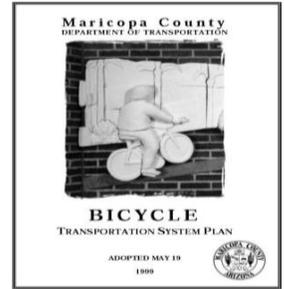
- The Towns of Carefree and Cave Creek do not distinguish between major and minor arterials and/or collectors in their transportation plans. The Maricopa County Major Streets and Routes Plan classified the roadways in the Towns of Carefree and Cave Creek as major arterial or major collector in order to preserve the maximum required right-of-way.
- Carefree Highway, west of Cave Creek Road is classified as a principal arterial and as a minor arterial east of Cave Creek Road.
- Cave Creek Road through the Towns of Carefree and Cave Creek is classified as a principal arterial.
- Tom Darlington Drive is classified as a principal arterial within the Town of Carefree limits and is classified as a minor arterial within the City of Scottsdale limits.
- Pima Road is classified as a minor arterial within the Town of Carefree limits
- Stagecoach Pass is classified as a major collector in the Town of Carefree.
- Spur Cross Road is classified as a principal arterial from Cave Creek Road to Fleming Springs Road and is classified as a minor collector north of Fleming Springs Road.
- Fleming Springs Road is classified as a minor collector east of Spur Cross Road.
- Schoolhouse Road is classified as a minor collector within the Town of Cave Creek limits.
- 32nd Street is classified as a minor collector within the Town of Cave Creek limits.





Maricopa County Bicycle Transportation System Plan (1999)

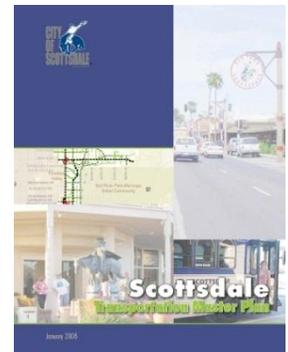
Summary: The Bicycle Transportation System Plan works towards implementing the bicycle recommendations from the Maricopa County Comprehensive Plan and Transportation System Plan. The intent of the plan is to provide an overview of bicycling conditions in Maricopa County; clearly outline facility, policy and program changes focused on improving and integrating bicycle transportation; and strengthening the overall bicycle program while implementing recommendations over the time frame of the plan.



Relevance to Current Study: While both the Comprehensive Plan and Transportation System Plan that this plan was based on have since been updated, several of the recommendations/goals that are presented in this plan still help to show how the County’s commitment to incorporating bicycle facilities into their transportation system conforms with the desires of Cave Creek and Carefree. However, review of this plan also presents a need of this TFS study to understand where inconsistencies exist amongst all the varying jurisdictional bicycle design guidelines and determine how to address those.

City of Scottsdale Transportation Master Plan (2008)

Summary: The City of Scottsdale Transportation Master Plan is a comprehensive look at the City’s transportation system, building upon mobility goals and objectives outlined in the 2001 City of Scottsdale General Plan. The Transportation Master Plan identifies specific policies, projects, and programs that implement the goals of the General Plan elements, focusing on the Community Mobility Element, as well as the Economic Vitality, Character and Design, Neighborhoods, and other elements.



Relevance to Current Study: Several of the findings as well as the recommended improvements directly or indirectly impact the development of a multi-modal transportation system within the Carefree and Cave Creek communities. Some of these recommendations include:

- The study listed Scottsdale Road north of the CAP Canal, Pima Road north of Loop 101, Carefree Highway and Cave Creek Road as existing scenic corridors.
- Scottsdale Road, Pima Road south of Cave Creek Road and Carefree Highway between Cave Creek Road and Scottsdale Road are classified as minor arterial-rural roadways.
- Cave Creek Road within the City limits is classified as a major collector-rural east until the 110th Street alignment and classified as a minor collector-rural east of the 110th Street alignment.
- The proposed classification of Scottsdale Road from Happy Valley Road to the City’s northern boundary is a four-lane minor arterial-rural with right-of-way preserved at 150 feet.
- In the areas where traffic volumes are not anticipated to require six-lane roadways, the City prefers to maintain the larger right-of-way to provide additional buffers and accommodate trails, drainage, additional travel lanes and alternative transportation modes.





- Existing transit services within the City are south of Loop 101. Future transit improvements within the City include extending transit services north to Carefree Highway on Scottsdale Road.
- The City provides bike lanes and/or paved shoulders along Scottsdale Road from Pinnacle Peak Road to north of Lone Mountain Road and along Pima Road from Pinnacle Peak Road to Stagecoach Pass.
- The bicycle facilities within the City were evaluated for level-of-service. Scottsdale Road south of Carefree Highway operates at an LOS E and north of Carefree Highway operates at a LOS D. Carefree Highway between Cave Creek Road and Scottsdale Road operates at a LOS D. Stagecoach Pass operates at a LOS B and C.
- Future bicycle facility improvements within the City include restriping Carefree Highway between Cave Creek Road and Scottsdale Road and add paved shoulders along Scottsdale Road north of Lone Mountain Road and along Stagecoach Pass.
- Master planned developments have been identified along Scottsdale Road, south of Carefree Highway.

3. Other Pertinent Reference Material

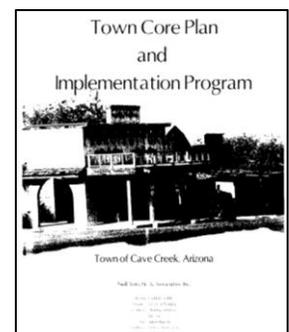
Carefree Economic Development Strategic Plan (2013)

(See Section II-C.1 for additional information regarding this recently completed plan)

Cave Creek Town Core Plan (2012)

Summary: The Cave Creek Town Core Plan was recently updated in 2012 and focuses on promoting the character, attraction and western culture of the Town Core. The plan is based on the foundation of four guiding principles:

- The Town Core is the Center of the community's history and is key to its identity
- The Town values its downtown and desires to give preference to the development and use of the Core
- Growth areas within the Core should focus on sites where desired types of development are likely to be most successful while achieving economies of scale; support existing service systems; and maintain land use compatibility with other property in the vicinity.
- The Core should provide attractive public spaces and facilities and be an exciting place to live, work and play.





Relevance to Current Study: In relation to the TFS, the Town Core Plan sets forth a number of circulation, streetscape, pathways, and parking goals and action items that explicitly affect the transportation system. The following summarized goals and action items are identified:

- Create an interconnected street plan that links land use and transportation
- Identify cross-town collector linkages to relieve bottle-necks and provide for emergency access
- Provide for a balanced transportation system that gives mobility to all segments
- Develop a pedestrian/bicycle, equestrian pathway system
- Provide shared public/private parking facilities
- Feature designated bicycle parking areas

Carefree and Cave Creek Transportation Survey (2009)

Summary: In 2008, the Towns of Cave Creek and Carefree conducted a survey to determine the needs of their citizens for public transportation. The Towns wanted to assess the community's need for transportation alternatives such as dial-a-ride, circular vans/buses, park and ride vans/buses and flex-stop services. Large buses on fixed schedules and fixed routes were not part of the survey. The survey focused on small scale transportation specifically designed for small, semi-rural communities.

Relevance to Current Study: Several of the findings as well as the recommendations provided in the 2009 survey summary report, directly or indirectly impact the development of a multi-modal transportation system within the Carefree and Cave Creek communities. Some of these recommendations include:

- The results showed that 70 percent of the respondents were over the age of 60 years old, 30 percent of the respondents would use alternative public transportation if available today and 54 percent of the respondents might use public transportation if available in the future.
- The majority of the survey participants would consider using dial-a-ride services, circulator van with the local community and flex-stop service within the local community.
- The majority of the survey participants would consider using public transportation for medical appointments, shopping in the local community and to the community centers, social activities or recreation.
- It was recommended that both Towns continue to investigate public transportation alternatives for their citizens. The Towns should investigate opportunities offered by existing national organizations for implementing alternative transportation.
- Both Towns should continue to work with the Foothills Caring Corps. This includes sending LTAF II funds to that organization and investigating means to augment the transportation services provided by Foothills Caring Corps.





Cave Creek Drainage Master Plan (2008)

Summary: The purpose of this study was to identify the frequent drainage hazards the residences of the Town of Cave Creek are subjected to during storm events, and develop recommendations to alleviate these recurring hazards. Issues included flooding, erosion and preservation of the natural desert to maintain the character of the Town.

Relevance to Current Study: All of the identified hazard areas as well as recommended improvements occur within the study limits and are directly focused on keeping the flow of intermodal traffic safe and moving during frequent storm events. Specific improvement locations include Cave Creek Road at an unnamed Tributary to Cave Creek, South Branch (Mormon Girl); Cave Creek Road at an unnamed Tributary to Cave Creek, North Branch (Mormon Girl); Spur Cross Road at Willow Springs Wash; Spur Cross Road at Willow Springs Tributary 5; School House Road at Ocotillo Wash; School House Wash at Rowe Wash; and School House Road at Galloway Wash.

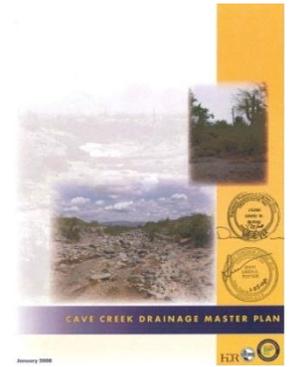
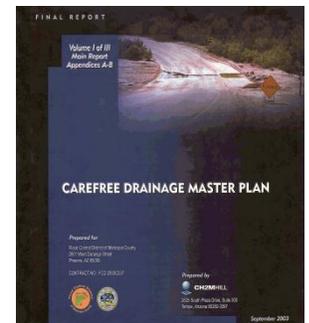


Figure 1 from the Cave Creek Drainage Master Plan Data Collection Report is included in Appendix A. This figure shows the Cave Creek Flooding & Existing Drainage Problems. Additionally, Figure 10b from the Cave Creek Drainage Master Plan report, also included in Appendix A, shows proposed improvement locations.

Carefree Drainage Master Plan (2003)

Summary: The Carefree Drainage Master Plan study was developed to evaluate existing and potential flooding hazards including property damage and loss of life within the Town and provide recommendations on ways to reduce these hazards during storm events. There was a strong preference to keep improvements non-structural and/or low impact, which focuses on preserving existing washes and minimizing impacts to washes due to future development. Problem areas focused on recent reported flooding, sedimentation, erosion, damage facilities and impassable roads during the 100-year storm event.



Relevance to Current Study: All of the identified problem areas and recommended improvements occur within the study limits of this project. Figure 3 from the Carefree Drainage Master Plan Report is included in Appendix B. This figure shows the extensive groupings of identified problem areas within the Town. Seven sites were identified to be improved, which was based on a matrix style score that included the following criteria: maintenance, safety, severity of damage, frequency, and local impact. The sites recommended for improvement are Tranquil Trail at Galloway Wash; Sombrero Road at Galloway Wash Middle Branch; Golden Spur Lane at an unnamed tributary of Galloway Wash; Pima Road at Galloway Wash; Rising Sun Road at an unnamed tributary of Galloway Wash; and two locations along Cave Creek Road at separate unnamed tributaries to Cave Creek. The seven sites to be improved are located on Figure 13 from the Carefree Drainage Master Plan Report which is included in Appendix B.





C. Additional Reference Material Relevant to the Study Area

Agency	Report or Study	Date
Carefree	Pavement Preventative Maintenance Plan 2012-2022	2012
Carefree	Community Survey	2011
Cave Creek	Design Guidelines	2007-09
Cave Creek	Trail Advisory Committee Report and Recommendations	2006
Cave Creek	Fiesta Days Parade Route	2013
Cave Creek	Cave Creek Bicycle Festival - Mountain Bike Race	2012
MAG	Complete Street Guide	2011
MAG	Regional Bikeway Master Plan	2007
MAG	Pedestrian Policies and Design Guidelines	2005
MAG	Desert Spaces Open Space Plan	1995
Maricopa County	Regional Trail System Plan	2004
Maricopa County	Regional Off-Street System Plan	2001
Maricopa County	Spur Cross Conservation Area Map	2012
Phoenix	Street Classification Map	2010
Phoenix	Traffic Volume Map	2013
Phoenix	Truck Route Map	2005
Phoenix	Sonoran Preserve Master Plan	1998
Phoenix	Sonoran Preserve Trail Map	2013
Phoenix	Street Planning and Design Guidelines	2009
Scottsdale	Trails Master Plan	2003
USFS	Cave Creek Ranger District, Tonto National Forest - Proposed Route Network	2009
USFS	Tonto National Forest Management Plan Revision (Under Development)	2012





III. SOCIOECONOMIC CHARACTERISTICS OF THE STUDY AREA

This chapter examines the socioeconomic characteristics of the study area. Examining current and projected socioeconomic data is an important step in determining present and future transportation requirements. Understanding the socioeconomic composition of transportation system users, such as population distribution, household characteristics, and employment figures, are key variables that aid in identifying system needs, and, ultimately, selecting appropriate strategies for future transportation investments in the study area.

The following subsections present data on the current population, household characteristics and employment; identifies trends that have developed over the past 10 years; and discusses future projections for the study horizon year of 2035. Additionally, this chapter includes an environmental justice baseline analysis.

To provide continuity with the regional transportation planning process, current and future socioeconomic data discussed within this section was derived from Maricopa Association of Governments most recent 2010 socioeconomic projections and supplemented with US Census data as needed.

A. Land Ownership

The Cave Creek/Carefree Transportation Framework Study area is comprised of over 31,298 acres. Private land is the predominant land use feature within the TFS area accounting for approximately 18,255 acres. The Arizona State Land Department is the second largest land owner within the project limits and manages over 7,649 acres of State Trust Land, which is mostly located within the Town of Cave Creek. In addition, approximately 5,142 acres of the study area is owned by Maricopa County and is managed as part of the Maricopa County Regional Park System. A small portion of the study area, totaling approximately 252 acres, is also controlled by the Bureau of Land Management. The following table displays the distribution of land ownership within the TFS area.

Table 3.1: Land Ownership

Land Owner	Acreage	Percent of Study Area
Private	18,255	58%
State Trust Land	7,649	24%
Bureau of Land Management	252	1%
County Park	5,142	16%
Total Study Area	31,298	100%

Source: ASLD

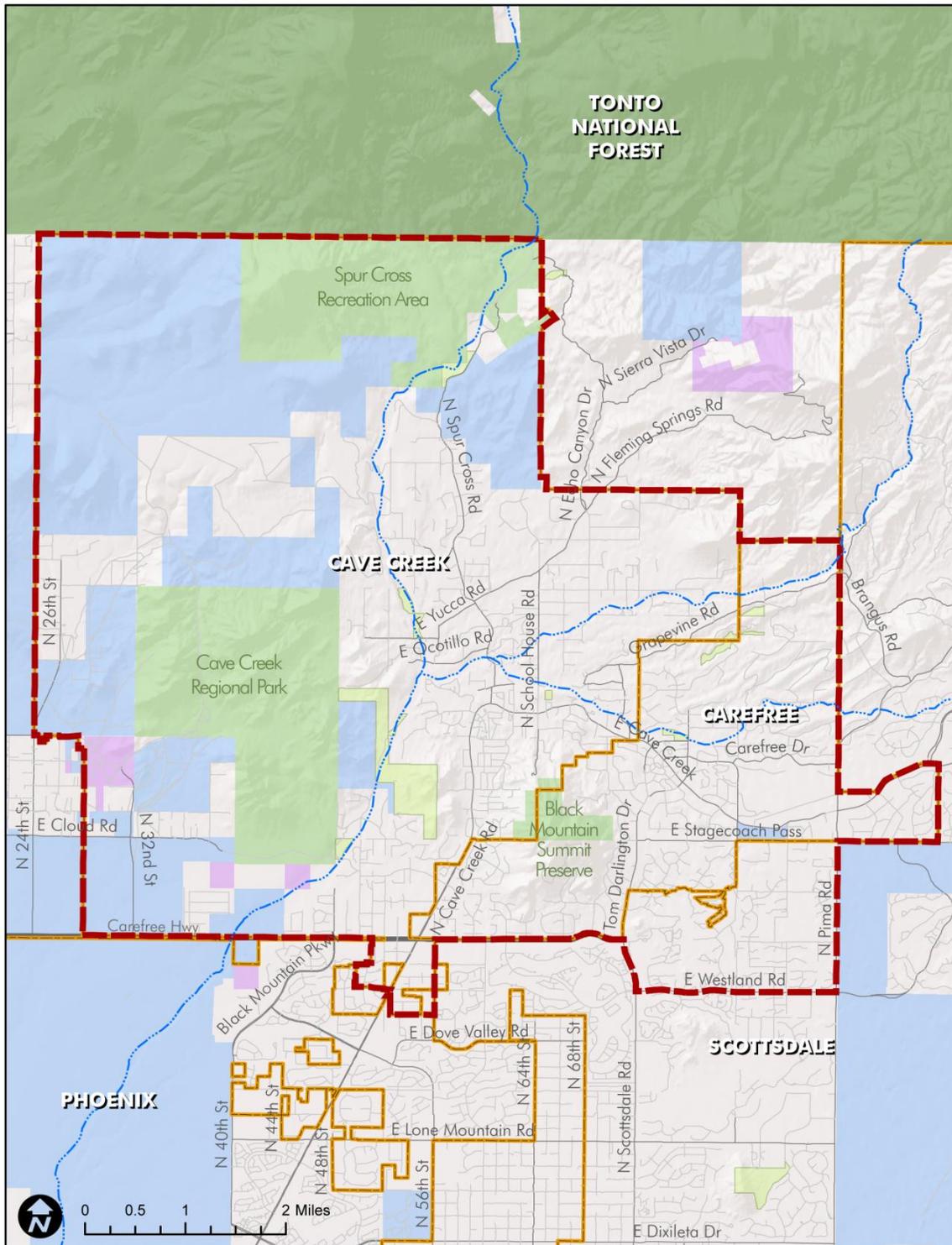
KEY FINDINGS

- In the recent past, the study areas population and employment growth rates outpaced County and State levels. Conversely, future population growth rates for the study area are expected to more closely mimic County levels, while employment is expected to grow at slower rate than the County.
- With the exception of Cave Creeks Town Core, the manner in which population and employment is distributed within the study area is not expected to significantly change in the future.
- Within the study area, minority, mobility limited, and low-income populations are all well below County and State averages, however, the study areas elderly population is vastly above the county and state levels.





Figure 2: Land Ownership



Source: ASLD, US Geological Survey





B. Existing Population and Employment

Existing Population

The existing demographics analysis for the study area examined population growth trends from 2000 to 2010. Historical growth trends have been identified for this study, because past growth is usually a good indicator of what might occur in the future.

Table 3.2 shows that overall population in the study area is increasing. From 2000 to 2010 population in the study area grew by 32 percent at an annual growth rate of 2.80 percent. However, when we examine each community within the study area independently, we see that over the same 10 year period the level of growth varied greatly from community to community. During this timeframe, the total population in Cave Creek increased by 28 percent at an annual growth rate of 2.51 percent; Carefree grew at a much slower pace, experiencing a total population increase of 13 percent at an annual growth rate of 1.23 percent; while the small portion of the study area located within the City of Scottsdale experienced the highest level of growth with an increase in population of 167 percent at an annual growth rate of over 10 percent.

In comparison, over the same 10 year period, Maricopa County’s population increased by 23.5 percent, while the State of Arizona’s population increased by 24.6 percent. This represents a County and State annual growth rate of 2.13 percent and 2.22 percent respectively as shown in Table 3.2.

Since this study will utilize outputs from the MAG Traffic Demand Model (TDM) a detailed analysis of household characteristics is not needed. However, a cursory review of housing units and households can help to inform future phases of the TFS by providing further insight into the composition of the study areas population. Table 3.2 also shows that 2010 population levels are distributed over 4,345 households within the study area. When evaluated against the 5,678 existing housing units in the study area, we see the TFS area maintains an occupancy rate of 77 percent. In comparison, Maricopa County and the State of Arizona sustain occupancy rates of 86 percent and 84 percent respectively.

Table 3.2: Population Growth and Housing Analysis

Geographic Area	Population		Annual Growth Rate	Housing Units 2010	Households 2010	Occupancy Rate
	2000	2010				
Study Area	7,341	9,676	2.80%	5,678	4,345	77%
- Cave Creek	3,855	4,939	2.51%	2,574	2,132	82%
- Carefree	2,967	3,353	1.23%	2,249	1,651	73%
- Scottsdale (TAZ 1048)	519	1,384	10.31%	855	562	66%
Maricopa County	3,096,600	3,824,056	2.13%	1,640,743	1,411,590	86%
State of Arizona	5,130,632	6,392,017	2.22%	2,844,526	2,380,990	84%

Source: MAG 2003 Interim Socioeconomic Projections, MAG 2013 Socioeconomic Projections, 2010 U.S. Census

These findings show that over the last decade, Cave Creek and Scottsdale experienced above average annual growth while Carefree experienced below average annual growth when compared to Maricopa County and the State as a whole. While the variation in growth rates listed in Table 3.2 indicate that the manner in which growth occurred in the study area varied dramatically between each community, the Table also shows that the overall level of growth within the study area still outpaced the County and State annual growth averages.





In addition, Cave Creek’s occupancy rate is very similar to County and State averages, but Carefree and Scottsdale show an occupancy rate that is much lower than the County and State averages. Typically, semi-rural areas display higher rates of occupancy, so the lower than average occupancy rate exhibited in Carefree and Scottsdale is noteworthy. This deviation could be the result of several contributing factors such as the existence of a larger number of seasonal summer homes (and thus seasonal population) within the study area.

Existing Employment

Table 3.3 depicts the distribution of employment within the TFS area. From 2000 to 2010 total employment in the study area grew by 20 percent increasing from 3,382 jobs to 4,073 jobs. Cave Creek experienced employment increases from 2000 to 2010, while Carefree and Scottsdale saw decreases in employment during the same period. Based on the identified 2010 employment levels for the study area, Cave Creek shows the greatest share of the employment base (45 percent) followed by Carefree (35 percent) and Scottsdale (20 percent).

Overall, employment levels in the study area have significantly outpaced County patterns and also are not indicative of the national economy over the recent past. Over the last 10 years, the significant amount of employment growth that has occurred in Cave Creek is most likely a result of the development of big box retail centers located at the intersection of Cave Creek Road and Carefree Highway. In contrast, the reduction of employment levels within the remaining portion of the study area can more than likely be attributed to the decline of retail stores in the Carefree Town Center and tourist levels related to the Boulders Resort in Scottsdale.

Table 3.3: Employment Growth Analysis

Geographic Area	Employment		Employment Growth Rate
	2000	2010	
Study Area	3,382	4,073	1.88%
- Cave Creek	813	1,838	8.50%
- Carefree	1,546	1,426	-0.80%
- Scottsdale (TAZ 1048)	1,023	809	-2.32%
Maricopa County	1,564,836	1,706,407	0.87%

Source: MAG 2003 Interim Socioeconomic Projections, MAG 2013 Socioeconomic Projections

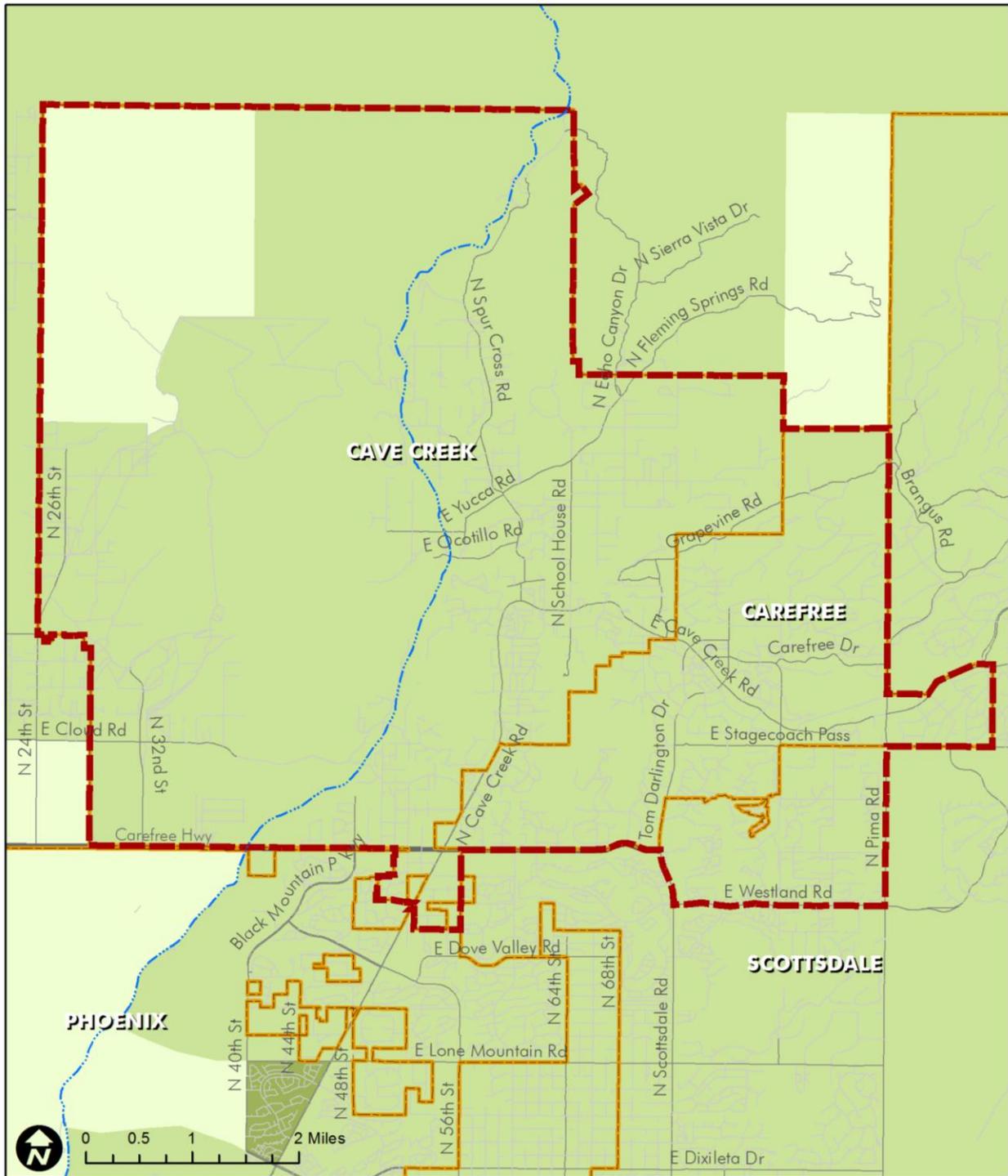
Existing Population and Employment Density

To better interpret the study area, the existing population and employment densities were also examined within the study area. The analysis of density patterns on *Figures 3 and 4* provides a more accurate representation of the distribution conditions within the study area and when compared to *Figures 8 and 9 - Future Population and Employment Density* (provided in Section D), emerging development patterns of population and employment can be identified.





Figure 3: Population Density - 2010



Legend

- Study Area Limits
- Municipal Limits
- Streets
- Creek/Wash

Population Density by Traffic Analysis Zone

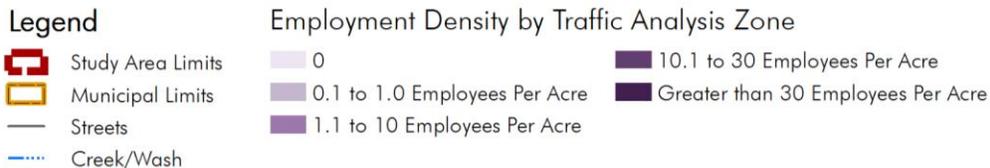
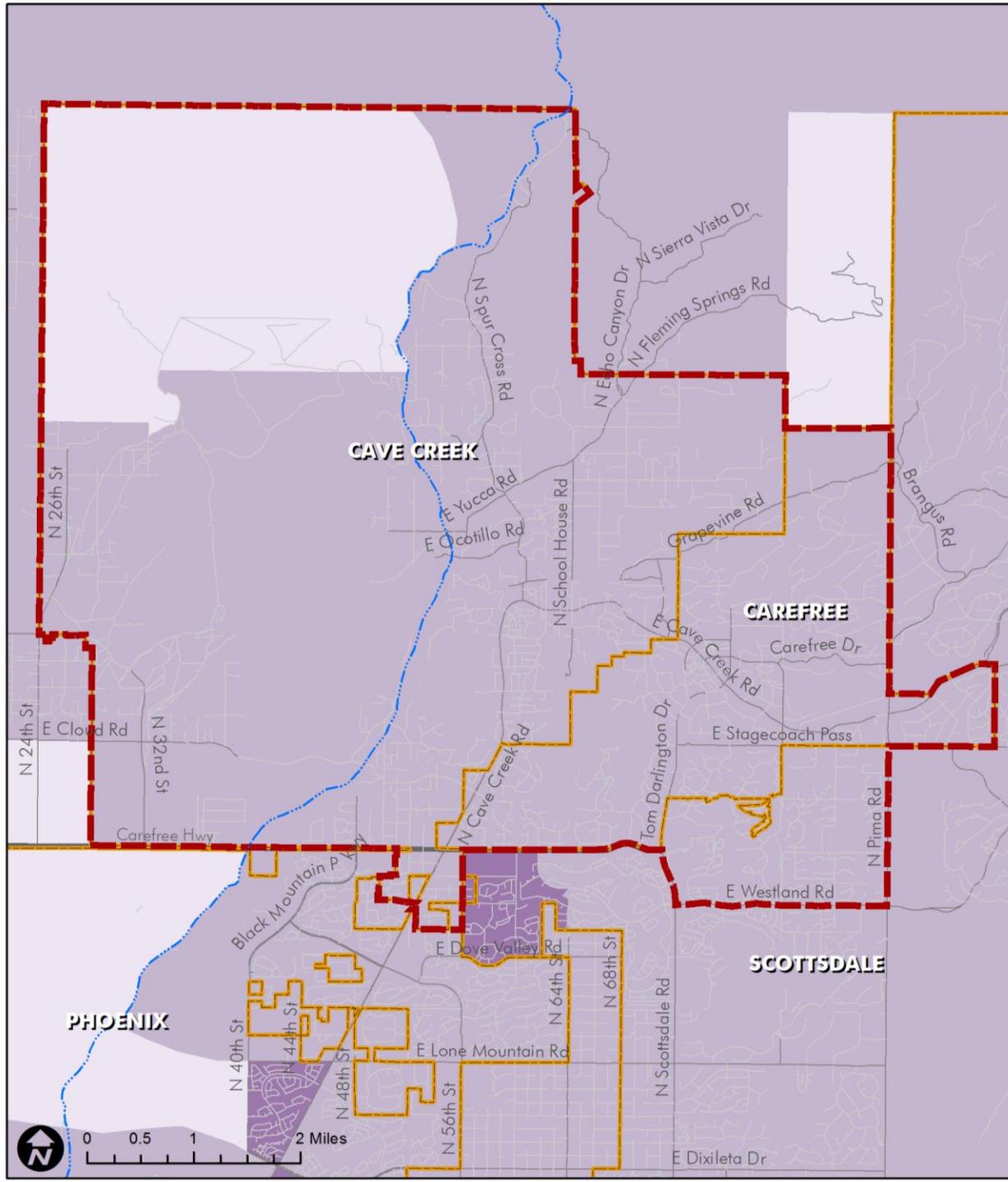
- 0
- 0.1 to 5.0 Persons Per Acre
- 5.1 to 10.0 Persons Per Acre
- 10.1 to 20.0 Persons Per Acre
- Greater than 20 Persons Per Acre

Source: ASLD, MAG 2013 Socioeconomic Projections





Figure 4: Employment Density - 2010



Source: ASLD, MAG 2013 Socioeconomic Projections





C. Environmental Justice Review (Title VI)

Title VI of the Civil Rights Act of 1964 requires that “no person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Executive Order 12898, further amplifies Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities” on minority, low-income, disabled, and elderly populations.

Consequently, this section responds to this mandate by identifying the presence of target environmental justice groups (i.e. minority, low-income, disabled, and elderly populations) within the study area using U.S. Census Bureau data. The purpose is to determine at the planning level, rather than at the design and development level, if the study area includes target environmental justice groups that may impact the ability to facilitate an identified future project. There are no legislated standards for defining the number of individuals that constitute an environmental justice target area, so to assess whether minority, elderly, low-income, or disabled populations are disproportionately represented within the study area, Census data for the study area was compared with Census data for all of Maricopa County and the State of Arizona.

Based on the data from 2000 and 2010 Census and the 2007-2011 American Community Survey (ACS), the TFS area is found to be less diverse than the county or the state as a whole. Table 3.4 shows, the minority, elderly, mobility limited, and low income populations within the study area are considerably different than the county and state levels. The minority, mobility limited, and low-income populations are all well below the County and State averages, however, the Census data indicates that the study areas elderly population is vastly above the county and state levels. The elevated occurrence of this elderly environmental justice group within the study area may require further analysis once future projects are identified.

Table 3.4: Environmental Justice Analysis

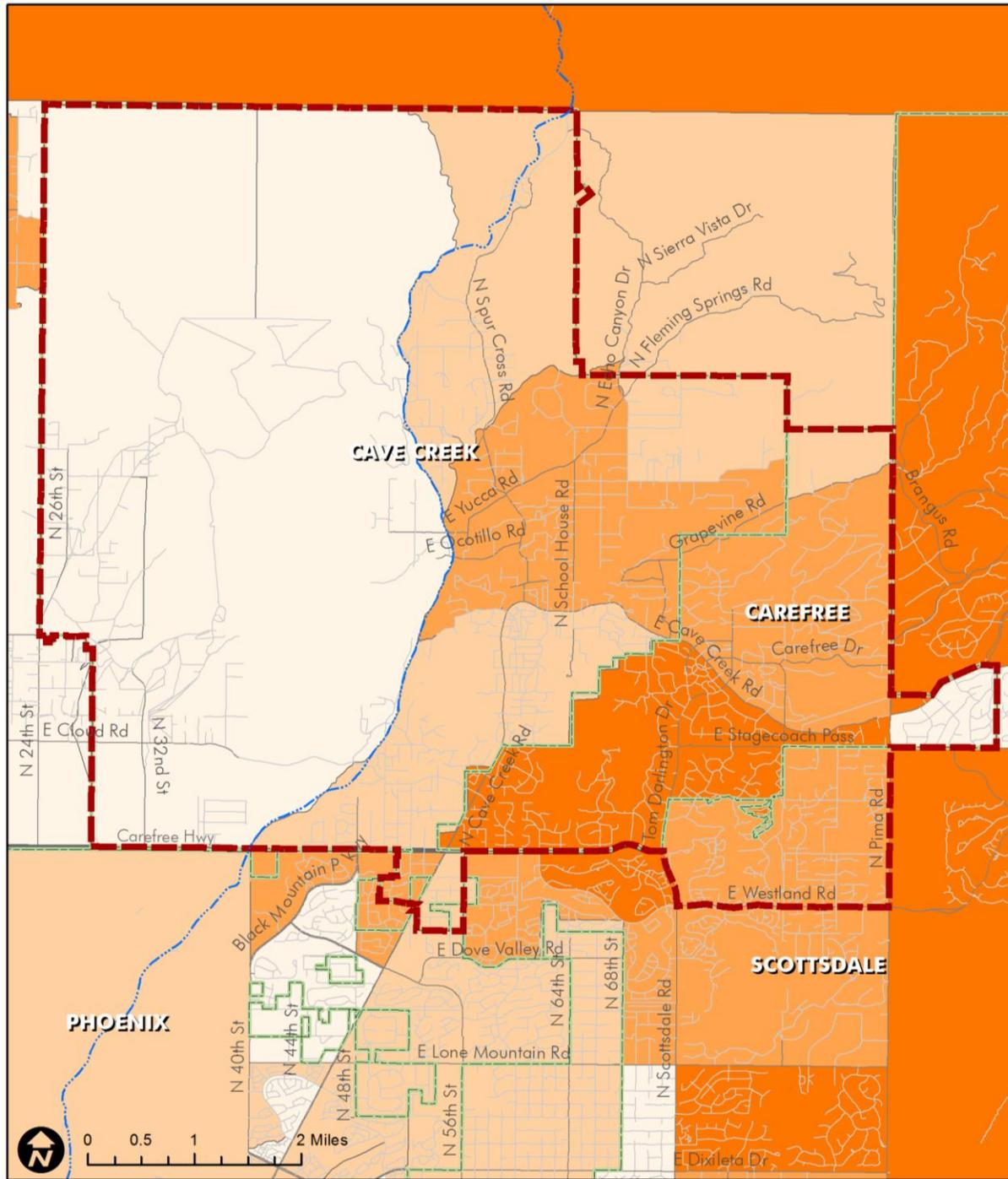
Census Group	Study Area		Maricopa County		State Of Arizona	
	Population	% of Total Population	Population	% of Total Population	Population	% of Total Population
Minority⁽¹⁾	867	8.9	1,577,062	41.3	2,696,370	42.2
-Hispanic or Latino	544	5.6	1,128,741	29.6	1,895,149	29.6
-African American	60	0.6	177,490	4.6	239,101	3.7
-Native American	35	0.4	59,252	1.6	257,426	4.0
-Asian	112	1.1	128,301	3.4	170,509	2.7
-Pacific Islander	3	0.0	6,723	0.2	10,959	0.2
-Other race	9	0.1	5,508	0.1	8,595	0.1
-Two or more races	104	1.1	71,047	1.9	114,631	1.8
Age 65 and Older⁽¹⁾	2,511	25.7	462,641	12.1	881,831	13.8
Mobility Limited (16-64)⁽²⁾	127	2.3	115,004	5.0	193,055	5.0
Below Poverty Level⁽³⁾	462	5.5	557,410	14.9	1,003,575	16.2
⁽¹⁾ Total Population 2010 Census (includes Scottsdale)	9,761		3,817,117		6,392,017	
⁽²⁾ Total Population 2000 Census (does not include Scottsdale)	5,583		2,297,876		3,822,951	
⁽³⁾ Total Population 2007-2011 ACS (does not include Scottsdale)	8,325		3,748,938		6,197,190	

Source: 2010 U.S. Census, 2000 U.S. Census, 2007-2011 American Community Survey





Figure 6: Elderly Density - 2010



Legend

- Study Area Limits
- Municipal Limits
- Streets
- Creek/Wash

Elderly Population Density by Census Block Group

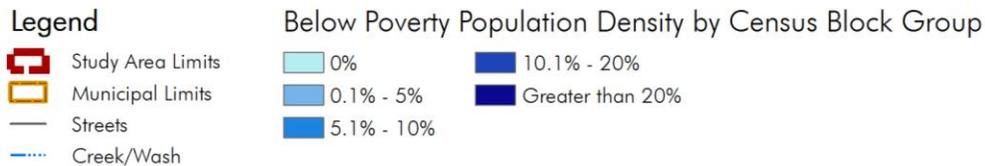
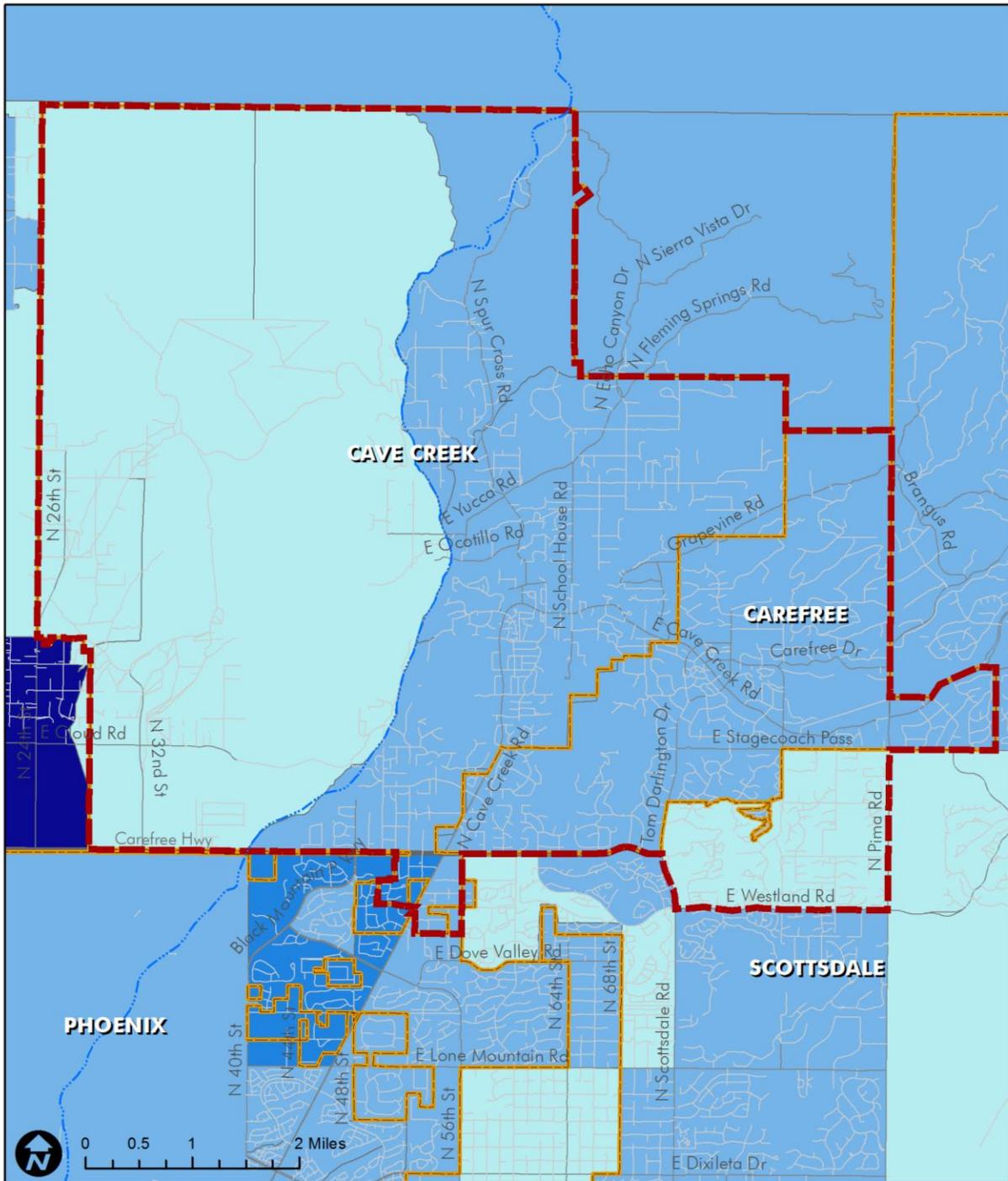
- | | | | |
|--|-------------|--|------------------|
| | 5% or Less | | 20.1% - 40% |
| | 5.1% - 10% | | 40.1% - 60% |
| | 10.1% - 20% | | Greater than 60% |

Source: ASLD, 2010 Census





Figure 7: Poverty Density - 2010



Source: ASLD, 2007-2011 ACS





D. Future Population and Employment

Future Population

MAG’s 2010 socioeconomic projections for the study area forecast continued regional growth through the next two decades, although, the planning horizon (2035) demographics are contemplated to increase at a more modest pace in comparison to the preceding decade. Table 3.5 shows that the study area population is expected to grow from about 9,676 people in 2010 to 14,458 people in 2035, representing an annual growth rate of 1.62 percent. The population for the Town of Cave Creek is projected to grow from 4,939 people in 2010 to a population of 8,150 people in 2035, which represents an annual growth rate of 2.02 percent. This annual growth rate is considerably higher than the City of Carefree’s projected annual growth rate of 0.88 percent for the same time frame. Lastly, the portion of the City of Scottsdale located in the TFS area is projected to increase by 755 people over the next two decades at a growth rate of 1.76 percent.

Unlike the recent past, where the study areas overall growth level largely outpaced the County average, the estimated 1.62 percent future annual growth rate within the study area is projected to be more consistent with the projected 1.65 percent annual growth rate of the County as a whole. However, similar to the historic growth patterns of the communities within the study area, the way in which this growth is expected to occur in Cave Creek, Carefree and Scottsdale will continue to vary significantly. This distribution of growth seems to appropriately take into account the difference in availability of developable land and the unique long range growth plans of each community, thus making these projected population figures a sound base from which to develop a successful long transportation framework.

Table 3.5: Future Population Growth and Housing Analysis

Geographic Area	Population		Annual Growth Rate	Housing Units	Households	Occupancy Rate
	2010	2035		2035	2035	
Study Area	9,676	14,458	1.62%	8,285	6,576	79%
- Cave Creek	4,939	8,150	2.02%	4,181	3,590	86%
- Carefree	3,353	4,169	0.88%	2,949	2,112	72%
- Scottsdale (TAZ 1048)	1,384	2,139	1.76%	1,155	874	76%
Maricopa County	3,824,056	5,753,819	1.65%	2,272,569	2,111,569	93%

Source: MAG 2013 Socioeconomic Projections, MAG TDM

Future Employment

The employment forecast for the study area indicates consistent employment growth over the defined study time frame. According to the MAG 2010 Socioeconomic projections, the TFS Area is forecast to add approximately 1,952 jobs over the 2010 to 2035 period (representing approximately a 1.58 percent average annual growth rate). Cave Creek is expected to capture the highest amount of employment, totaling 1,449 jobs at an annual growth rate of 2.35 percent. Carefree is anticipated to see an increase of 552 jobs at a more conservative annual growth rate of 1.32 percent. Conversely, projections for the small portion of the study area in Scottsdale forecast a negative employment growth rate of -0.25 percent or a loss of approximately 49 jobs over the next two decades. By the study horizon year 2035, this projected employment growth translates to the Town of Cave Creek maintaining over a 52 percent share of the employment base within the study area, followed by Carefree (34 percent) and Scottsdale (14 percent).





While employment levels within the overall study area are projected to grow over the next two decades, this growth is expected to be much lower than the estimated County growth rate of 2.13 percent. However, employment levels in the communities of Carefree and Scottsdale are projected to improve considerably from the employment growth levels of the previous decade and the largest employment base, community of Cave Creek, is estimated to continue to outpace the larger Maricopa County region.

Table 3.6: Future Employment Growth Analysis

Geographic Area	Employment		Employment Growth Rate
	2010	2035	
Study Area	4,073	6,025	1.58%
- Cave Creek	1,838	3,287	2.35%
- Carefree	1,426	1,978	1.32%
- Scottsdale (TAZ 1048)	809	760	-0.25%
Maricopa County	1,706,407	2,889,337	2.13%

Source: MAG 2013 Socioeconomic Projections, MAG TDM

Employment to Population Balance

A ratio of one job for every two residents indicates a jobs to population balance in travel demand modeling, which enhances the possibility that people can work close to where they live. A comparison of past, present, and future employment and population levels within the study area indicates that each community within the study area, and thus the study area as a whole, generally maintain this one job for every two residents balance.

Table 3.7: Employment to Population Balance

Geographic Area	Population			Employment			Ratio (Pop/Emp)		
	2000	2010	2035	2000	2010	2035	2000	2010	2035
Study Area	7,341	9,676	14,458	3,382	4,073	6,025	2.17	2.38	2.40
- Cave Creek	3,855	4,939	8,150	813	1,838	3,287	4.74	2.69	2.48
- Carefree	2,967	3,353	4,169	1,546	1,426	1,978	1.92	2.35	2.11
- Scottsdale (TAZ 1048)	519	1,384	2,139	1,023	809	760	0.51	1.71	2.81
Maricopa County	3,096,600	3,824,056	5,753,819	1,564,836	1,706,407	2,889,337	1.98	2.24	1.99

Source: 2010 U.S. Census, MAG 2003 Interim Socioeconomic Projections, MAG 2013 Socioeconomic Projections, MAG TDM

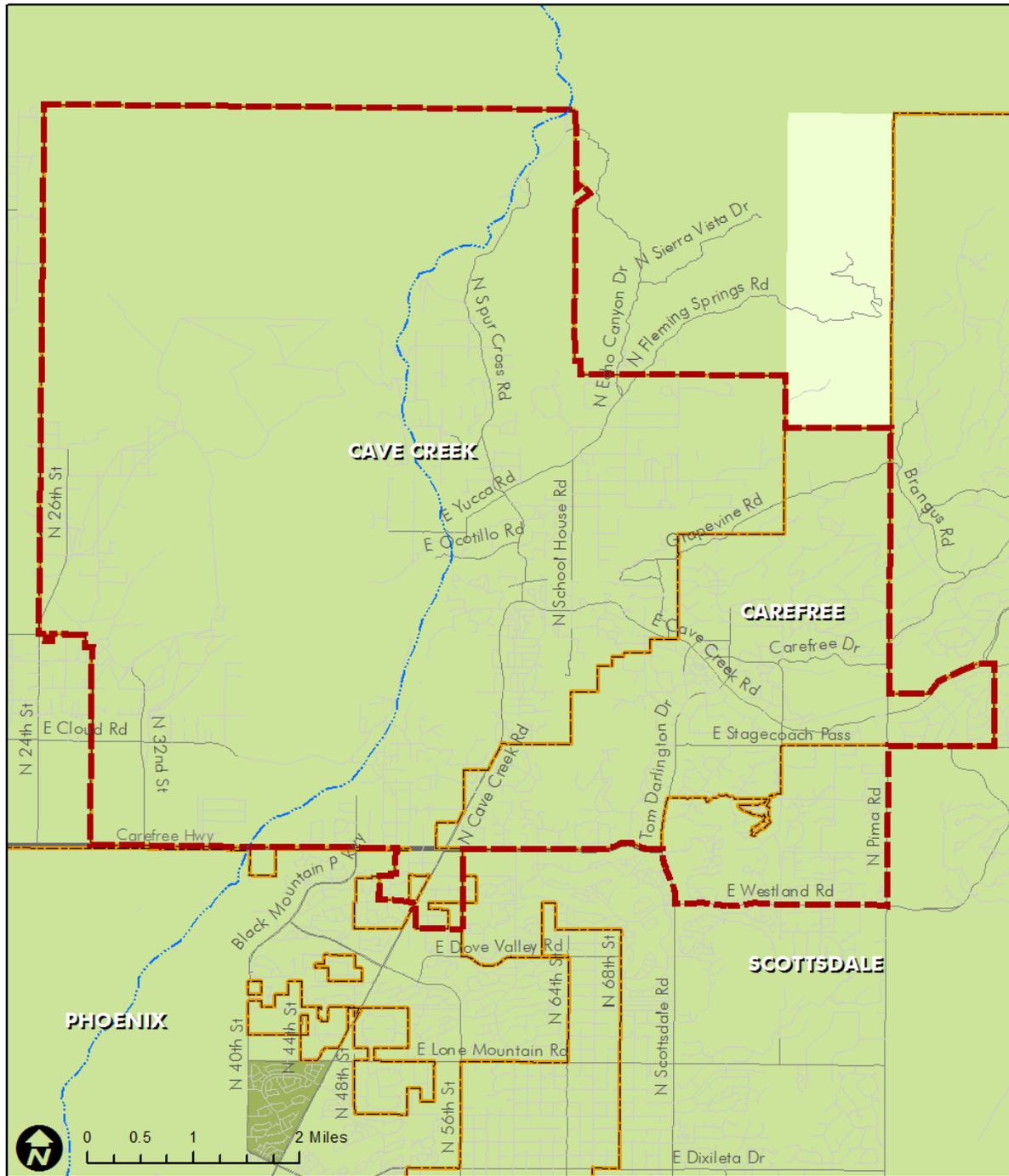
Future Population and Employment Densities

As the preceding tables indicate, although the composition of population and employment changes within the TFS area over the projects 20 year timeline, the expected general distribution of population and employment centers within the study area does not change. For comparison with existing density level figures, density projections for future population and employment levels within the study area are show in the following figures.





Figure 8: Population Density - 2035



Legend

- Study Area Limits
- Municipal Limits
- Streets
- Creek/Wash

Population Density by Traffic Analysis Zone

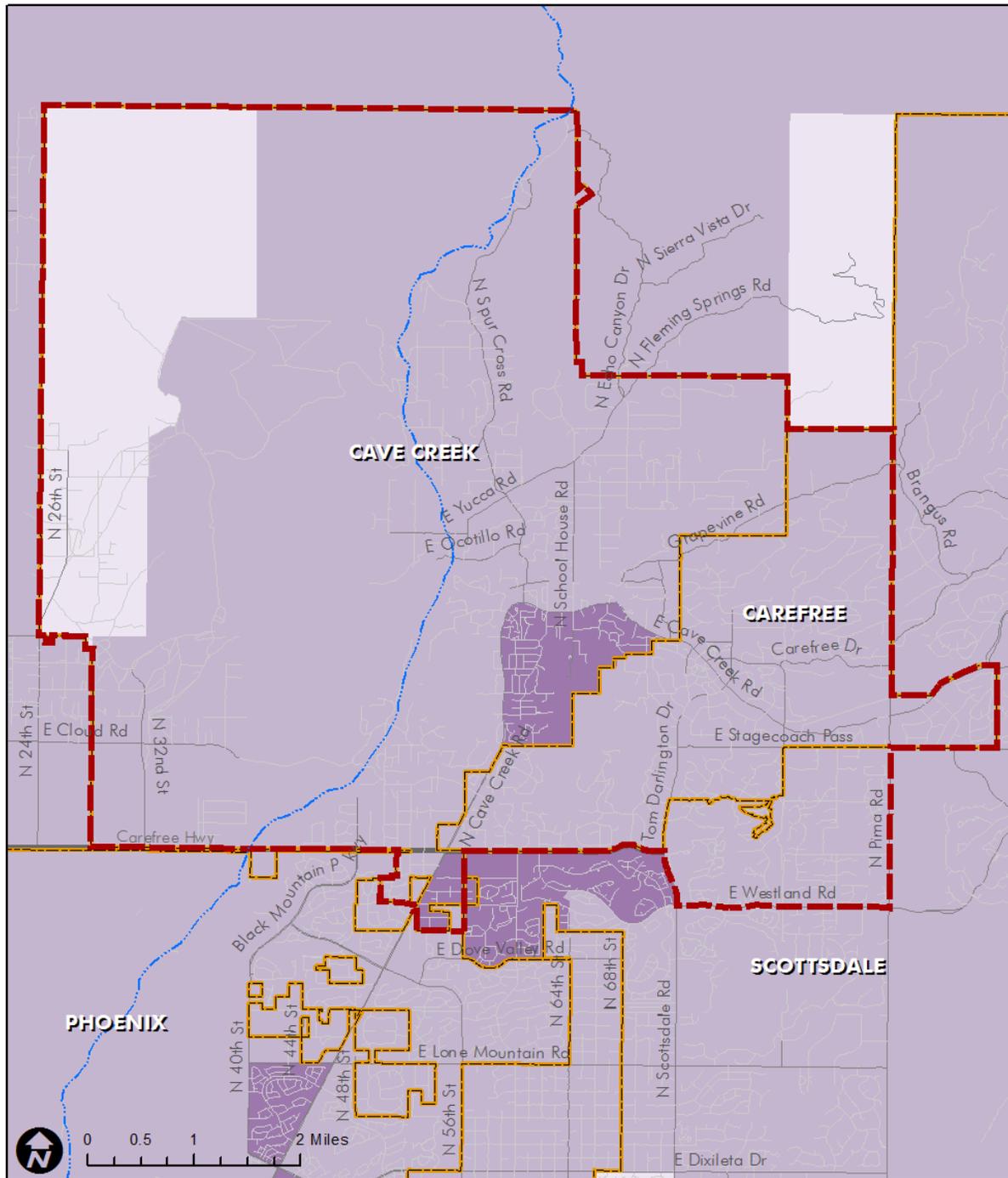
- 0
- 0.1 to 5.0 Persons Per Acre
- 5.1 to 10.0 Persons Per Acre
- 10.1 to 20.0 Persons Per Acre
- Greater than 20 Persons Per Acre

Source: ASLD, MAG 2013 Socioeconomic Projections





Figure 9: Employment Density - 2035



Legend

- Study Area Limits
- Municipal Limits
- Streets
- Creek/Wash

Employment Density by Traffic Analysis Zone

- 0
- 0.1 to 1.0 Employees Per Acre
- 1.1 to 10 Employees Per Acre
- 10.1 to 30 Employees Per Acre
- Greater than 30 Employees Per Acre

Source: ASLD, MAG 2013 Socioeconomic Projections





IV. LAND USE AND DEVELOPMENT

The relationship between land use and transportation is such that changes in land use produce impacts on the transportation system in terms of traffic volumes, patterns, congestion levels and travel modes; while changes to the transportation system can have a profound effect on land development and use patterns. This chapter examines this relationship by reviewing the existing and future land use characteristics of the TFS area.

A. Existing Land Use

Multiple land uses can be found throughout the TFS area with distinct patterns emerging, especially along primary roadways. The majority of the existing land use in the study area, as shown in Figure 10, is preserved open space or dedicated to low density residential development. More intensive residential, commercial/retail and office type uses are concentrated along Cave Creek Road, Carefree Highway and Tom Darlington Drive.

KEY FINDINGS

- The future land use composition within the study area is not expected to exhibit a significant change from current conditions
- Cave Creek Road is projected to continue to be the focus of the most intense land use development
- Community surveys and long range planning documents show a common interest amongst Cave Creek and Carefree to encourage economic growth through improvements to their Town Core's and their pedestrian and bicycle facilities.

Cave Creek

The Town of Cave Creek has a wide variety of land uses and development densities within its limits. Much of the Town's existing land use is comprised of single-family, residential homes developed on large lots scattered throughout the southern portion of Town or vacant preserved open space located primarily in the northern and western portions of Town. Areas of retail, commercial and higher density residential development are present within the Town and are generally concentrated along Cave Creek Road. Overall, Cave Creek maintains the largest amount of non-residential land use in the study area; however, it is predominantly automobile-oriented and maintains a long linear development pattern. The intersection of Cave Creek Road and Carefree Highway also serves as a regional commercial shopping destination with two national big box retailers located on the northwest and southeast corners. The Spur Cross Recreation Area is located in the northern extents of the Cave Creek Town limits. Part of the Maricopa County Regional Park system, the Recreation Area encompasses over 2,154 acres and provides an abundant amount of recreation opportunities. In addition to Spur Cross Ranch, Cave Creek is also home to Cave Creek Regional Park. Situated west of Cave Creek Wash, the Park offers several hiking and horseback riding trails, including access to the Maricopa Trail, which connects to Spur Cross Ranch approximately 4 miles to the north. The following table shows the distribution of existing land uses within the Town of Cave Creek.

Carefree

The Town of Carefree is primarily occupied by single-family residential uses on large lots. While low density residential uses comprise the majority of development within the Town, there are retail, commercial, office and high density residential uses concentrated in and around the Carefree Town Center located at the south east corner of Tom Darlington Drive and Cave Creek Road. The Carefree Resort and the SkyRanch at Carefree Airport are also significant uses within the study area and are located approximately one mile east of the Town Center, generally north of Cave Creek Road. The Black Mountain Summit Preserve straddles the





western boundary of Carefree and Cave Creek. As the name suggests, the preserve protects a large portion of Black Mountain and provides recreational trail options that lead to the summit. In terms of vacant land, Carefree has the least amount of developable land amongst the two primary communities within the study area.

Situated just outside of the south eastern limits of the Carefree municipal boundary, the Boulders Resort is located on the east side of Tom Darlington Drive, just north of Carefree Highway. Although it is located within the City of Scottsdale, the Boulders Resort is included within the TFS area because of its influence within the larger region and more specifically, proximity to the Carefree Town Center.

B. Future Land Use

The relationship between future land use and transportation planning is critical to understanding how development patterns will place demands on the transportation system. As shown in Exhibit XX, Future Land Use Plans for the communities within the study area show that the type, density and basic pattern of development is expected to continue in a manner similar to what occurs in the study area today. In the future low density residential uses are anticipated to occupy the majority of currently undeveloped areas. However, more intensive infill development, consisting of commercial and higher density residential uses is also projected to occur, particularly along existing major transportation corridors.

Cave Creek

In the future the majority of land within the Town of Cave Creek is expected to remain as preserved open space. The preponderance of growth is anticipated to occur west of Cave Creek Wash and consists of low density residential uses. The future land use plan also provides for mixed use development along Carefree Highway and Cave Creek Road as well as commercial-resort development north of Cave Creek Regional Park. The Downtown corridor is planned to continue to be the focus for tourism-activities and includes a high concentration of civic, commercial, and hospitality uses.

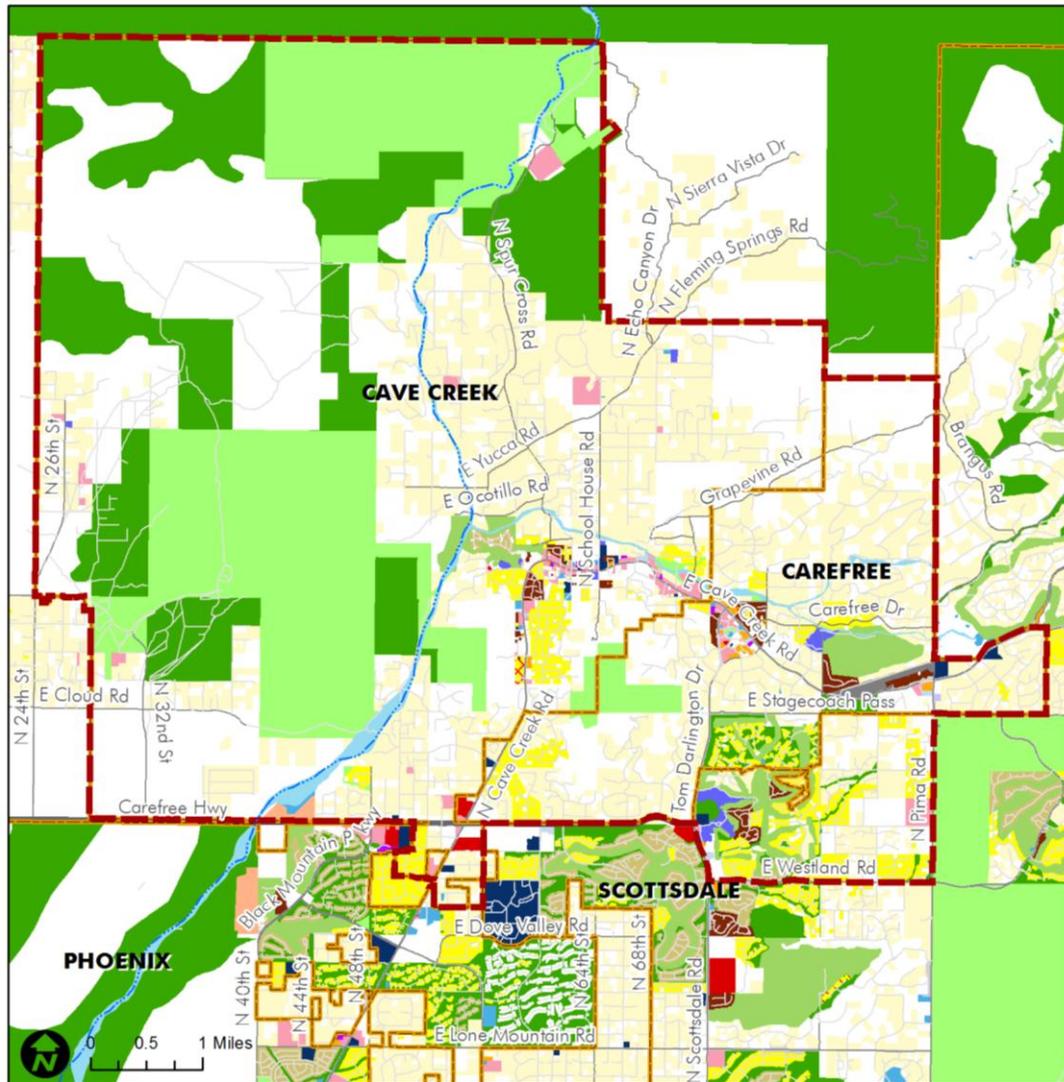
Carefree

Carefree is largely built out as there are only a few large tracts of land that have yet to be developed. As a result, future land use plans show little change from the existing land use pattern and show low density residential as the primary land use within the community. In response to existing development, a node of commercial development is planned for the north east corner of Carefree Highway and Cave Creek Road. Future land use plans also contemplate pockets of medium density residential uses to occur west of the Carefree Resort and south of the SkyRanch airport along Cave Creek Road. The Town Center is expected to continue to function as the community's tourism and civic core and retain its services for local residents. However, a high concentration of mixed use development is planned for this area to integrate various residential and commercial uses.





Figure 10: Existing Land Use



Legend

- Study Area Limits
- Municipal Limits
- Streets
- River/Creek

Existing Land Use

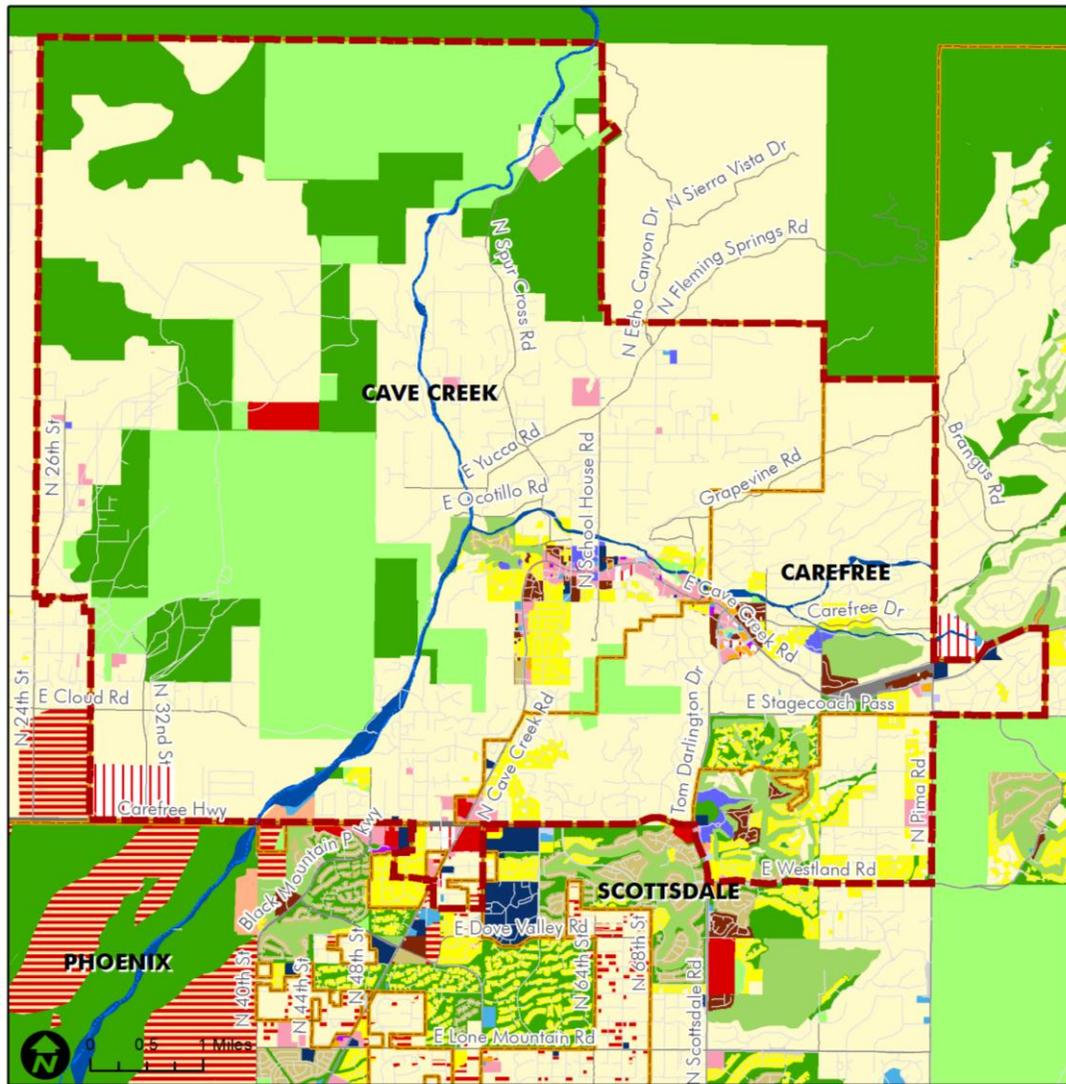
- Active Open Space
- Agriculture
- Airport
- Business Park
- Cemetery
- Developing Employment Generating
- Developing Residential
- Educational
- Golf Course
- Industrial
- Institutional/Religious
- Medical/Nursing Home
- Mixed Use
- Multi Family
- Office
- Other Employment - Landfill/Proving Grounds/Sand and Gravel/etc.
- Passive/Restricted Open Space
- Public/Special Event/Military
- Retail High - Community Retail/Regional Retail
- Retail Low - Amusement/Movie Theatre/Specialty Retail/Neighborhood Retail
- Single Family High Density - Greater than 4 du/ac - Includes Mobile Homes
- Single Family Low Density - Less than 1 du/ac
- Single Family Medium Density - 1 to 4 du/ac
- Tourist Accommodations - Motel/Hotel/Resort
- Transportation
- Vacant
- Water

Source: ASLD, MAG 2013 Member Agency Existing Land Use Data





Figure 11: Future Land Use



Legend

- Study Area Limits
- Municipal Limits
- Streets
- River/Creek

Future Land Use

- Active Open Space
- Agriculture
- Airport
- Business Park
- Cemetery
- Commercial High - Community/Regional Retail
- Commercial Low - Neighborhood Retail
- Educational/Religious
- Flexible Use
- Golf Course
- Industrial
- Medical/Nursing Home
- Military-Airport Compatible Use
- Mixed Use
- Multi Family - Apartment/Condo
- Office
- Other Employment - Landfill/Proving Grounds/Sand and Gravel/etc.
- Passive/Restricted Open Space/Undevelopable
- Planned Development
- Public/Special Event/Military
- Religious/Institutional
- Single Family High Density - Greater than 4 du/ac - Includes Mobile Home
- Single Family Low Density - Less than 1 du/ac
- Single Family Medium Density - 1 to 4 du/ac
- Tourist Accommodations - Motel/Hotel/Resort
- Transportation
- Water

Source: ASLD, MAG 2013 Member Agency Future Land Use Data





C. Bicycle Associated Economic Activity

1. Current Conditions

Across the country bicycling is experiencing unprecedented growth as communities embrace the multiple economic and health benefits that bicycling can bring. Arizona is one of several states that have documented the economic impact of bicycle tourism. In a recent study they found that there are at least 250 events held annually that attract roughly 36,500 participants and visitors from outside of the state and 39,000 residents from Arizona. These participants are educated and have a significant amount of discretionary income to spend. It is estimated that bicycle tourism generates \$30.6 million annually to the State's economy.¹

Both Carefree and Cave Creek have developed a variety of economic development policies designed to enhance the local business environment, with a particular focus on tourism attraction. *Figure 12* identifies some of the primary generators and attractors of economic development within the study area. The abundance of these economic destinations combined with the natural beauty of the area has attracted recreational bicycle riders throughout the region. While it has never been documented, anecdotally it has been said that bicycle riders stop and spend money in the area, and often times return with family and friends to dine and shop.

Carefree

The primary source of revenue for the Town's operating budget is retail sales tax. In order to ensure a sustainable local economy policy makers have identified several initiatives and policies within the Carefree General Plan designed to foster economic development; among them is the evaluation of bicycle and pedestrian accessibility to the Town Center and planned growth areas. In March of 2013 Carefree completed an economic development plan, which currently serves as the economic development element for the Town's General Plan. The overarching goals and associated strategies lay the groundwork to enhance the desirability of Carefree as a destination for tourism.

Presently there are no bike lanes or bike support services in the Town to attract cyclists. In a 2011 Carefree Community Survey of residents it was found that over one-third of the respondents indicated their desire for bike lanes. This finding reflects the national growth trend of people riding bikes more frequently. According to *Bikes Belong*, 60 percent of Americans say they would bike more often if they had a safe place, like green lanes, to ride.

General Plan Findings: Carefree residents ratified their General Plan in November 2012. As it relates to economic development, existing and future employment growth areas are concentrated primarily within the Town Center and a Special Planning Area (SPA) located within the northwest and northeast corners of Carefree Highway and Cave Creek Road. These locations include a variety of uses including commercial and office.

The Town has 98.3 acres of potential commercial/garden office property. Of that, 84.9 acres are developed and 13.4 acres are vacant. The Town Center itself consists of 30.4 acres of commercial developed land with 9.6 acres vacant. The SPA area, which consists of 31.3 vacant acres, could be developed as residential or non-residential uses.

¹ "Economic Impact of Bicycling in Arizona, Executive Summary," June 2013, ADOT.





According to the Town's business license database there are 226 business establishments in Carefree. Retail establishments have the greatest representation with 23 percent, followed by real estate/leasing offices and healthcare and social assistance, both at 11.9 percent. Accommodations and Food services comprise 7.5 percent of total establishments, but employ the greatest number of people followed by retail trade. There are approximately twice as many office and other services in the Town than retail/restaurant/food establishments.

The primary source of revenue for the Town's operating budget is retail sales tax. The Town would like to enhance the business environment and contribute to a sustainable local economy and have identified several initiatives/objectives/policies, some of which are underway:

- Increase the visibility of pedestrian and vehicular connections to the Town Center.
- Provide additional way-finding signs and identifiers for local destinations, and maintain and improve signage throughout the Town.
- Implement additional attractions that complement existing Town Center amenities.
- Evaluate bicycle and pedestrian accessibility to the Town Center and planned growth areas.
- Convert space above ground-floor offices and/or retail for residential within the Town Center.
- Encourage a broader diversity of commercial uses in the Town Center with an emphasis on retail.
- Support and increase the number of special events to attract visitors to the Town Center.

Economic Development Findings: The Economic Development Strategic Plan (EDSP) is dated March 2013 and "establishes direction for Carefree's short and long-term economic development." The plan includes six overarching goals followed by implementation strategies that are designed to attract and retain business. The EDSP is the primary tool for the implementation of the Economic Development Element of the General Plan.

The six overarching goals of the plan are as follows:

Goal A: Continue to Market the Town

Goal B: Maintain and Strengthen Carefree's Fiscal Vitality

Goal C: Invest in and Enhance Carefree's Town Center

Goal D: Partner with Commercial Building and Land Owners

Goal E: Initiate Key Planning with Developers

Goal F: Implement Key Planning and Target Marketing





Strategies relevant to the MAG Transportation Framework Study include:

- Market the community by identifying the targeted demographic group to pursue
- Continue to invest in Carefree's Town Center to provide high quality public services and facilities for the community including recreational and cultural amenities
- Encourage, facilitate and market a broad range of festivals throughout the year.
- Interview Easy Street Town Center commercial building and land owners to learn about their future plans and suggested resolutions to problems.
- Complete the Town Center and market it as the "heart" of Carefree.
- Target retail, restaurants, and galleries that will shape Carefree as a key destination to residents and visitors.

Community Survey Findings: In 2011 Carefree conducted a three part online Community Survey that addressed Community Services, Economic Development and Business. The Economic Development Survey consisted of 12 questions, most of which related to where residents shopped and what type of retail that they wanted. One question inquired about what improvements they would like to see in the Town Center and 34.5 percent indicated bike lanes.

The Business Survey contained 23 questions and ranged from demographic questions such as type of business to types of capital improvements that they would like to see. Some of the key findings include:

- Programs/activities that would sustain and improve the local economic climate, 57.5 percent indicated holding special events.
- The value of festivals, 66 percent said that it creates positive exposure for the town and 44.3 percent said that it brings in additional customers.
- The capital improvements that would better position Carefree included: business signage (62.8 percent) free WiFi in the Town Center (58.1 percent) and better defined entrances into the Town Center (44.2 percent).
- 66 percent of Landlords were not interested in shade awnings or mister systems over their sidewalk.

Cave Creek

The General Plan does not include an economic development element; however, there are economic development related policies that encourage tourism and foster non-motorized travel, including providing facilities for bicycles. The Town Core Plan has a strong focus on creating Cave Creek as a regional tourist destination with a goal of developing a bicycling pathway system within the Town core that will serve as an amenity for residents and the attraction of visitors.

Cave Creek has an existing bicycling network of business and associations, which includes Cave Creek Bike Association, Flat Tire Bike Shop and Spur Cross Cycle bike rentals. Annually the community hosts the Cave Creek Bicycle Festival, which includes a mountain bike race/ride for adults and a separate race





and free bicycle maintenance clinic for kids. This year will be the 5th annual event, sponsored in part by the Town. The economic impact that this bicycling event has on the Town has not been documented.

Finally, as it relates to encouraging bicycling associated economic activity, MAG and the Town recently completed a bike study for the establishment of a 4.5 mile bike lane corridor along Cave Creek Road, whose route goes through the heart of the Town Core where existing commercial and retail activity exists.

General Plan Findings: The General Plan does not have an Economic Development Element, however relevant economic development policies are sprinkled throughout the other elements within the plan. In part, the Town's vision is to encourage tourism and development in the Town Core that is compatible with the Town's unique heritage. Cave Creek Road runs through the Town Core which provides access to many retail, eating and drinking establishments. The Town Core is planned for a mix of land uses that include office, commercial, lodging, residential, and open space, however it discourages residential development on parcels within the Historic Town Core Plan designated for commercial uses. The Town is eager to create employment opportunities for residents to live and work in Cave Creek and encourage small, independent businesses that complement the Town's quality of life and contribute to its sales tax base. To foster and take advantage of an increase in tourism, the Town desires to allow diverse, mixed use commercial within the commercial core to service not only neighborhood residential but the tourist trade as well.

Today 51 percent of the land is privately held and 49 percent publically held. Of the public lands, 11 percent is occupied by the Spur Cross Ranch Conservation Area (SCRCA), a desirable recreation destination in the north valley with a trail system that attracts bicyclists and hikers alike. With the opening of SCRCA in 2002 the Town has seen a slight increase in traffic along Cave Creek and Spur Cross Roads. In addition to SCRCA, the Cave Creek Regional Park, a 4.5 square mile park located west of Cave Creek Road contains ramadas and picnic areas, and trails used by hikers, bicyclists and equestrians. The Cave Creek Regional Park Trails are connected to the Town of Cave Creek Friendly Trails system.

Cave Creek road currently does not have bicycle lanes or continuous sidewalks, hiking or pedestrian trails. There are no continuous equestrian trails through the Town Core, which is a concern because there is a concentration of pedestrians in this area, and many bicyclists are observed on the roadway. The circulation element of the general plan has several objectives to foster non-motorized travel, including providing facilities for bicycles, horses and pedestrians and persons with disabilities and connecting trails to recreational open space.

The Growth Area Element acknowledges multimodal transportation concerns and contains goals to balance these concerns with the Town's rural lifestyle and quality of life. A planning consideration identified by the town is that they will "strive to balance quality of life issues such as enhancing recreational opportunities and preserving historic building design, with practical concerns such as creating employment opportunities for residents and mitigating the impact of traffic on residents."

Town Core Plan 2012 Findings: There are several opportunities identified within the Town Core Plan that relate to economic development, such as:

Strengthening the community's existing economic assets while expanding and diversifying its economic base

- Marketing the Town Core as a regional tourist destination





- Facilitating the hosting of large groups of people
- Positioning the Town Core for new development in the future
- Identifying necessary infrastructure improvements needed in the Town Core

The Town Core Plan has several goals and relevant strategies that support economic development, in particular, encouraging pedestrian scaled mixed use districts for shopping, entertainment, office and compatible residential uses, promoting a vibrant mix of retail shops, restaurants, art galleries, and professional services, and amending the zoning ordinance to allow for a mix of uses which includes street level commercial/retail with office/residential on upper floors. The Streetscape Plan is devised to foster a pedestrian friendly environment that will encourage social gatherings by incorporating plazas, benches, and short term bicycle storage and racks.

The desire to foster bicycle tourism is confirmed with the Town Core Plan's Pathways goal. Cave Creek is planning on developing a pedestrian/equestrian/bicycle pathway system within the Town core that will serve not only as an amenity for residents but also the attraction of visitors. This pathway system is needed to ensure the safety of residents and visitors, and provide connections to commercial areas and neighborhoods.

Economics and Growth is centered on preserving the individuality of local business to maintain the uniqueness of Cave Creek. Economic development goals include investing in the appropriate amenities that make the Town Core attractive to visitors, market the Town Core as a regional destination, and encourage retail development that includes arts, cultural, entertainment and hospitality services.

2. Future Economic Activity

As each community contemplates their vision for the future, as it pertains to fostering economic development through bicycling tourism, it may be important to understand the potential economic impacts that could accrue relative to the community investments that will be required. A review of investments and tactics employed by other communities could potentially illustrate the future conditions or results that could be expected from bicycle associated economic activity.

To capture a larger share of the bike touring market, future activities could entail the following:

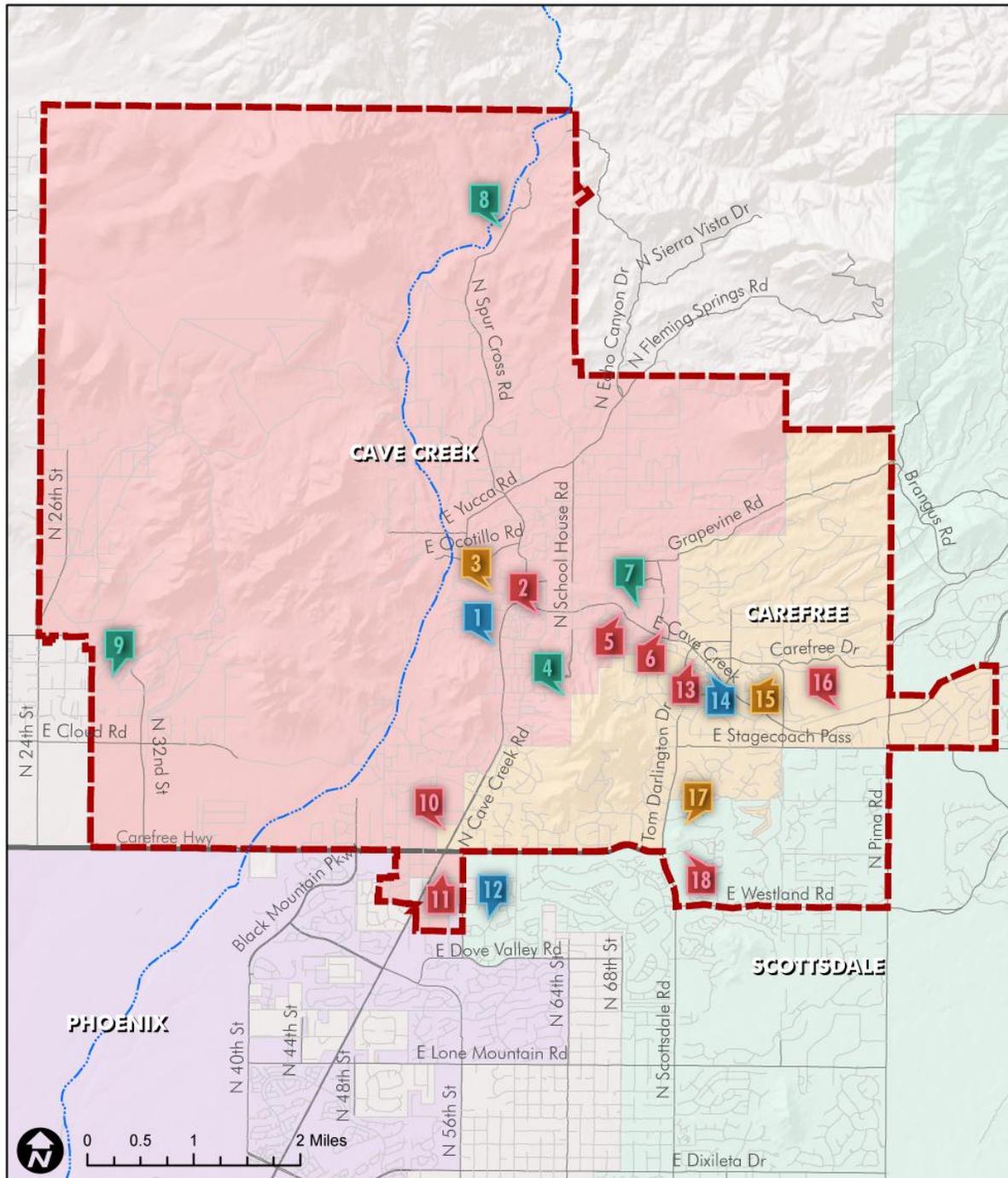
- Develop the pathways and facilities to support bicycling
- Stage and sponsor more bike races and cycling adventure events to attract riders, along with their families and friends
- Capture repeat visitors
- Promote ridership among the hotel guests at the various resorts
- Market the area as one bike touring region
- Ensure that the bike paths/trails are connected to a larger bicycle route network

Findings from the community workshops and stakeholder interviews will begin to lay the groundwork on the needs, desires and potential opportunities for bicycling tourism.





Figure 12: Economic Generators and Attractors



Legend

- Study Area
- Streets
- Creek/Wash

Generators/Attractors

- Government
 - Recreational
 - Commercial
 - Resort
1. Cave Creek Town Hall
 2. Cave Creek Town Core
 3. Rancho Manana Resort and GC
 4. Black Mountain Summit Trail Head
 5. Bermuda Triangle
 6. Stagecoach Village

7. Gateway Desert Awareness Park
8. Spur Cross Ranch Conservation Area
9. Cave Creek Regional Park
10. Lowe's
11. Wal-Mart
12. Cave Creek School District Campus
13. Carefree Town Center
14. Carefree Town Hall
15. Carefree Resort
16. Skyranch
17. Boulders Resort
18. El Pedregal

Source: ASLD, Baker





V. ENVIRONMENTAL OVERVIEW

Facilitating an integrated planning approach that considers the physical, natural and cultural environment is important to developing an effective transportation framework. By reviewing environmental conditions “up front” the transportation planning process can be better informed and address potential challenges prior to the project development process.

The environmental information outlined in this section has been identified using readily available information obtained from various sources, including public agencies, internet sites, and databases developed using Geographic Information Systems (GIS). *Figure 13* provides an overview of the environmental conditions collected for the purpose of preparing this TFS. Further technical analysis and on-site field investigations to verify certain environmental considerations are recommended during the future development of individual projects.

A. Physical Environment

1. Drainage Features

The study area is located within the upper Cave Creek watershed and is characterized by desert valleys with low lying mountains and desert scrubland which is typical of watersheds within Maricopa County. The topography ranges from the steep slopes of Black Mountain to the foothill areas to the north and east.

Several major washes and delineated FEMA floodplains run through the study area. These include Cave Creek, and the tributaries to Cave Creek: Cottonwood Creek, Willow Springs Wash, Ocotillo Wash, Rowe Wash, Galloway Wash, and Andora Hills Wash. Cave Creek bisects the Town of Cave Creek and generally flows in a southerly direction to Cave Buttes Dam, located around the area of Cave Creek Road and SR 101. Cave Buttes Dam outfalls to Cave Creek which continues to flow south, and eventually ties into the Arizona Canal within the City of Phoenix. Tributaries to Cave Creek Wash, which extend through the Town of Cave Creek and the Town of Carefree, generally flow in a northeast to southwest direction.

The project is located within two Flood Control District of Maricopa County (FCDMC) Area Drainage Master Studies (ADMS), the Desert Hills ADMS and the Cave Creek/Carefree ADMS. These studies provide a broad analysis of the watershed and floodplains within their study limits. The FCDMC has also prepared Drainage Master Plans (DMPs) for this study area which includes the Cave Creek DMP and the Carefree DMP. The DMP studies have identified existing drainage issues and provide recommended improvements to address flooding issues in each respective Town. The overall theme of the DMPs for the study area is that future development should strive to preserve floodplains, natural drainage areas, wildlife corridors and natural open space; and improvements to correct existing flooding issues include bridge or culvert crossings at existing low water crossings, or improved facilities where bridges or

KEY FINDINGS

- The study area experiences several flooding issues at existing low water roadway crossings.
- A preliminary analysis of available data showed no presence of identified environmentally sensitive areas or habitats within the study area.
- Up to ten (10) Special Status Species may occur within a 2-miles radius of the study limits.
- Three wildlife linkages are identified in the study area, consisting of landscape and riparian movement area types.





culverts already exist. A review of these DMPs can be found in Section II.B.3 of this report where details of existing drainage issues and recommended improvements are summarized.

2. Historic and Cultural Resources

A cursory review of the AZSITE, the State's electronic inventory of cultural resources, shows large portions of the study area along and west of Cave Creek, within the Cave Creek Town Core and east of Tom Darlington Drive have been surveyed for cultural resources within the last few decades. As future projects associated with this Transportation Framework Study are developed, additional analysis will be required to determine the level and adequacy of the current cultural resource survey coverage. Based on the findings of each analysis, additional cultural surveys that meet Federal (Secretary of the Interior), SHPO, and Arizona State Museum standards may be required prior to any construction activity.

There are 2 known historic properties within the TFS area that are listed in the National Register of Historic Places (NRHP). Each property, Cave Creek Service Station and Tubercular Cabin, are located in the Town of Cave Creek.

B. Natural Environment

1. Environmentally Sensitive Areas and Habitats

To provide early guidance in the development of project lists for this TFS, a top level analysis was completed to determine the existence of environmentally sensitive areas and habitats within the study area that may require future environmental mitigation. Designated critical habitat, as defined by the U.S. Fish and Wildlife Service (USFWS), is not indicated to occur within the TFS area. Similarly, BLM data does not identify the presence of any areas of critical environmental concern to exist within the study limits. The subject area does fall within the Arizona Upland – Sonoran Desert Scrub vegetation community (Turner and Brown 1994). A great majority of cacti plant species, numerous types of mammals and several desert reptiles are known to occupy this biotic community.

A detailed determination of environmentally sensitive areas within such a large study area can only be clearly identified through a project level analysis. When a specific project is ready to move from the Framework Plan into the design / engineering phases, the project sponsor will need to conduct further analysis as required by state and federal regulations to determine the type and location of environmentally sensitive areas within the study area.

2. Threatened and Endangered Species

A review of the U.S. Fish and Wildlife Service (USFWS) threatened, endangered, proposed, and candidate species list, currently identifies 17 species that are known to or are believed to occur in Maricopa County and are thus protected under the Endangered Species Act. Furthermore, the Arizona Game and Fish Department (AGFD) Heritage Data Management System (HDMS) was utilized to determine the potential occurrence of threatened or endangered species within the defined study area. The HDMS identified 10 Special Status Species that may occur within a 2-miles radius of the study limits. Future planning and design studies will require additional environmental documentation to determine if threatened, endangered, proposed or candidate species or their habitat exist within the specific project area.





3. Wildlife Linkages Zones

The Arizona Wildlife Linkages Assessment (AWLA) was developed by the Arizona Wildlife Linkages Workgroup to map habitat blocks and potential wildlife linkage zones at a statewide level. Wildlife habitat blocks are defined as large, contiguous areas of natural woodland with little or no human disturbance and are essential for maintaining a diverse and healthy population of wildlife. Wildlife linkage zones are areas of wildlife movement between wildlife blocks.

Within the study area, the AWLA does not identify any potential linkage zones; however, the map does indicate that the TFS area is situated adjacent to several wildlife blocks.

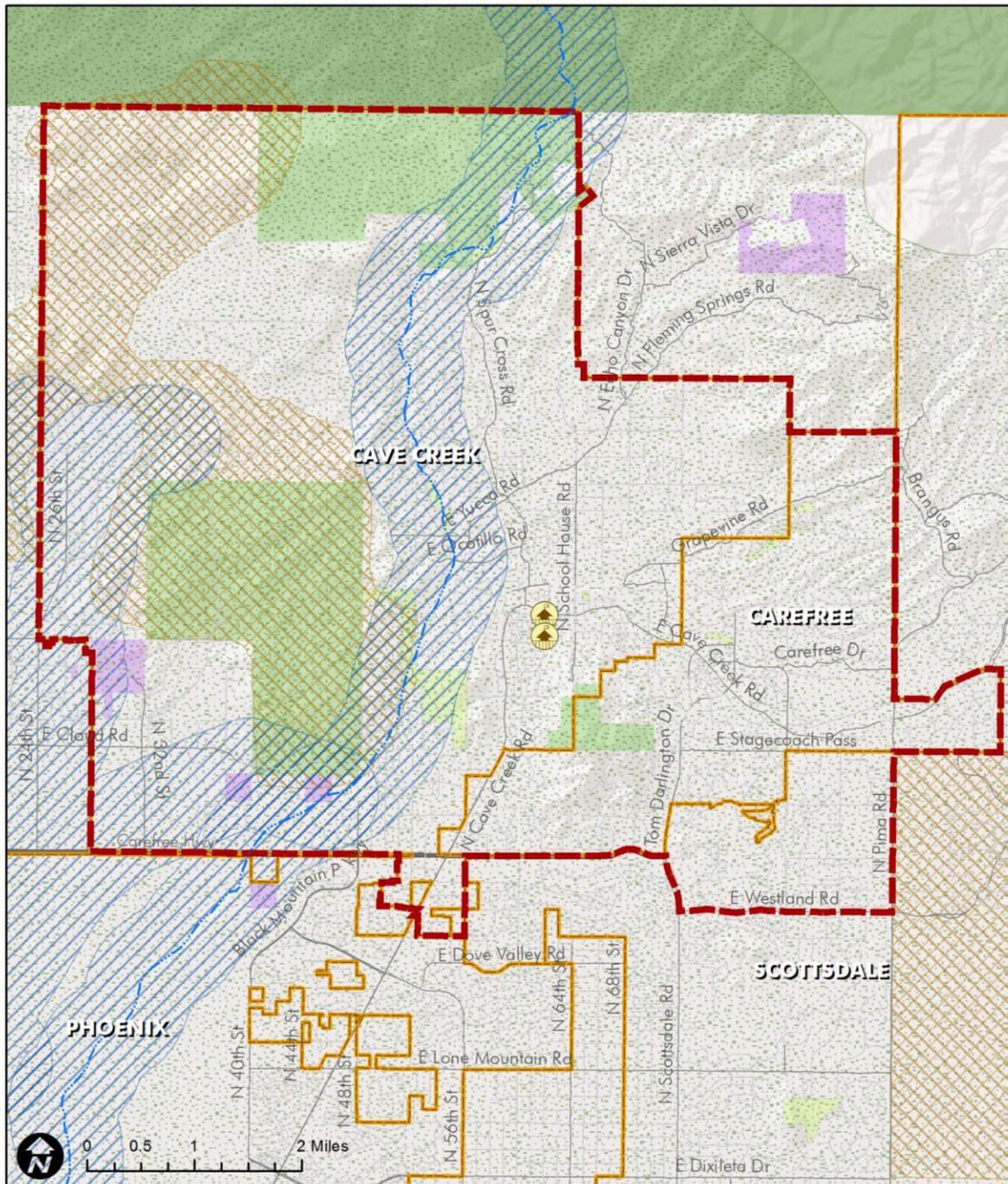
The Maricopa County Wildlife Connectivity Assessment (WCA) represents a continuation of the AWLA effort, but at a finer scale, in order to identify wildlife linkages that may have been overlooked in the statewide effort. The WCA catalogs wildlife linkages into three primary movement areas; landscape, riparian and diffuse. Landscape movement areas are classified as linkages in which animals move between distinct habitat blocks; the area may be relatively broad or through a well-defined linkage. Riparian movement areas are identified as linkage that includes vegetation, habitats, or ecosystems that are associated with bodies of water (streams or lakes) or are dependent on the existence of perennial or ephemeral surface or subsurface water drainage. Riparian linkages facilitate movement of both terrestrial and aquatic wildlife species. A diffuse movement area is defined as a type of linkage in which animals move within a habitat block across a relatively broad area, rather than between habitat blocks through a well-defined linkage.

Of the three primary types of linkages, two are found within the western portion of the study area. The WCA lists Landscape Movement area 11 – Cave Creek Park and Riparian Movement Areas 18 – Cave Creek, and 25 – Cave Creek Tributaries, Apache Wash.





Figure 13: Environmental Resources



Legend

- Study Area Limits
- Municipal Limits
- Streets
- Creek/Wash
- BLM
- National Forest
- Local or State Park
- Desert Foothills Land Trust

Environmental Resources

- Arizona Upland - Sonoran Desert Scrub (Vegetation Community)
- Historic Building (National Register of Historic Places)
- Landscape Movement Area (Maricopa County Wildlife Connectivity Assessment)
- Riparian Movement Area (Maricopa County Wildlife Connectivity Assessment)

Source: ASLD, Maricopa County Wildlife Connectivity Assessment, National Register of Historic Places





VI. EXISTING AND FUTURE TRANSPORTATION SYSTEM

A. Existing Transportation Conditions

1. Existing Roadway System

Roadway Facilities

A field review was conducted to inventory the existing number of lanes, posted speed limits, intersection lane configurations and traffic control type for the arterial and collector roadways within the study area. The resulting information is depicted in *Figure 14*, *Figure 15* and *Figure 16* respectively.

Functional classification is the grouping of streets and highways into classes according to the character of service in which they are intended to provide. *Figure 17* depicts the current FHWA approved functional classification for roadways within the study area.

Crash Data Analysis

Crash analysis was conducted for Cave Creek Road within the study area to identify trends, patterns, predominant crash reasons, and high crash rate intersections. The purpose of the crash analysis is to identify locations that need to be addressed to improve safety. Data for crashes occurring between January 2008 and December 2012 was obtained from ADOT's Accident Location Identification Surveillance System (ALISS) database. During this five year period, a total of 417 crashes occurred within the study area. *Figure 18* illustrates the location and type of each crash during the analysis period. Of the 417 crashes within the study area, analysis of the crash data found:

- 60 were Angled(front to side, other than left-turn), 6 Head-on, 29 left-turn, 16 other, 104 rear-end, 1 rear-to-rear, 5 rear-to-side, 2 sideswipe in opposite direction, 36 sideswipe in same direction, 145 single vehicle and 13 unknown
- 292 were non-injury crashes, 63 possible injury, 19 incapacitating injury, 40 non-incapacitating injury and 3 fatality
- 1 disregarded pavement marking, 11 disregarded traffic signal, 11 drive in opposing traffic lane, 2 using electronic communication devices, 23 exceeded lawful speed, 28 failed to keep in proper lane, 66 failed to yield right-of-way, 25 followed too closely, 154 inattention/distraction 3 knowingly operated fault/missing equipment, 37 made improper turns, 288 no improper action, 1 unsafe passing, 18 failure to stop at stop sign, 2 did not use the required motorcycle

KEY FINDINGS

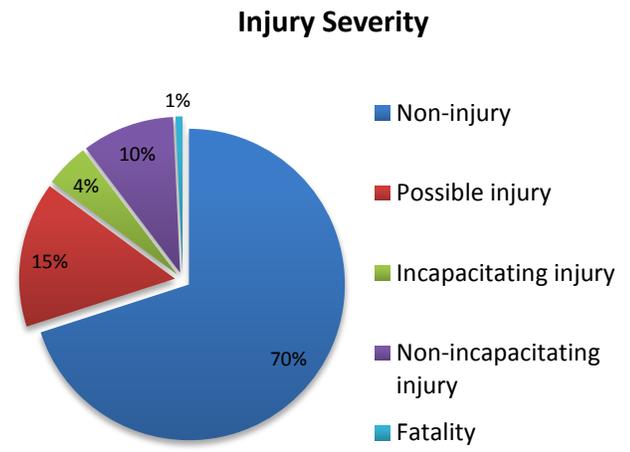
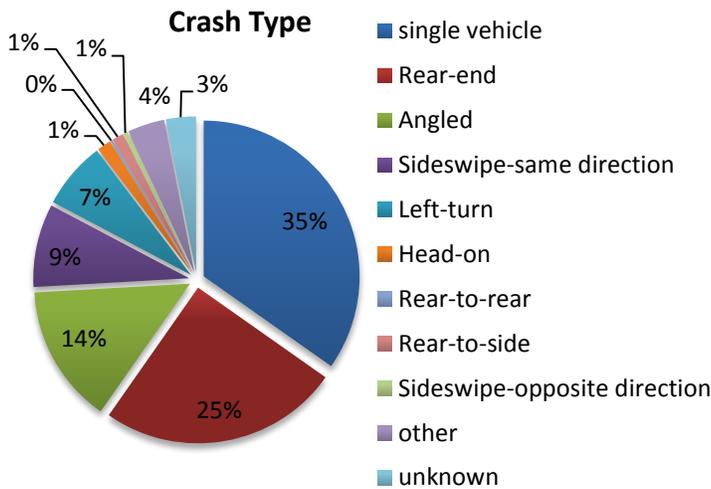
- Generally crash rates within the study area are lower than the State and National averages; however, fatality rates on Cave Creek Road exceed the State and National averages in some locations.
- The majority of existing roadways within the TFS area are limited to 2-lanes, with the exception of Cave Creek Road and sections of Carefree Highway and Tom Darlington Drive.
- Within the study area, there are only two signalized intersections.
- Analysis of existing traffic conditions showed several portions of the study areas roadway system functions at a LOS of D or below.
- Overall, the local bicycle and pedestrian networks within each community have disconnected segments or no facilities at all.





equipment, 133 speed too fast for conditions, 14 unsafe lane change, 65 unknown and 40 other. For crashes where 2 or more vehicles are involved, there are 1 or more traffic violations for each vehicle. Therefore, the number of violations listed is more than the actual number of crashes.

- 376 crashed occurred on dry roadway surface, 3 on mud/dirt/gravel, 4 on water standing or moving, 20 on wet conditions, 1 other and 13 on unknown conditions
- 279 crashes occurred during daylight, 57 during the dark-not lighted, 28 during dark-lighted, 28 during dark-unknown lighting, 18 during dawn and 7 during dusk
- 11 crashes occurred during clear weather conditions, 33 during cloudy, 16 during rain and 10 during unknown weather conditions



Roadway Segment Crash Rate Comparisons: Fatality crash rates were computed for roadway segments with high numbers of crashes. Crash rates for roadway segments are expressed as “crashes per 100 million vehicle miles traveled” (MVMT). The following formula was used to calculate the fatality rate:

$$\frac{100,000,000 \times \text{no. of fatalities}}{\text{ADT} \times \text{no. of years} \times 365 \times \text{length of segment}}$$

Similarly average annual total crash rates were calculated for particular segments using the following formula:

$$\frac{1,000,000 \times \text{no. of crashes}}{\text{ADT} \times \text{no. of years} \times 365 \times \text{length of segment}}$$

Crash rate comparisons were conducted for various segments on Cave Creek Road, Carefree Highway, Tom Darlington Drive and Pima Road. Roadway segment crash rate comparisons are shown in **Table 6.1**





Table 6.1 – Roadway Segment Crash Rate Comparisons

Roadway	Segment	No. of Fatalities	No. of Crashes	Length of Segment(miles)	ADT	Fatality Rate	Crash Rate
Carefree Hwy	24 th St to Agua Fria River	0	7	1.57	15,000	0	0.20
	Agua Fria River to Cave Creek Rd	0	11	1.72	23,600	0	0.19
	Cave Creek Rd to Mountainside Dr.	0	3	0.37	17,000	0	0.33
Cave Creek Rd	Westland Rd to Carefree Hwy	0	4	0.56	20,700	0	0.24
	Carefree Hwy to Stagecoach Pass Rd	0	9	1.15	14,400	0	0.37
	Stagecoach Pass to Tom Darlington	1	23	3.31	11,200	1.85	0.42
	Tom Darlington to Pima Rd	1	9	2.16	6,340	5.17	0.47
Tom Darlington	Pima Rd to Desert Mountain Pkwy	0	1	1.05	11,300	0	0.06
	Cave Creek Rd to Stage Coach Pass	0	4	0.98	9,900	0	0.28
Pima Rd	Stagecoach Pass to Carefree Hwy	0	4	1.01	14,500	0	0.19
	Cave Creek Rd to Stagecoach Pass	0	2	0.31	11,000	0	0.40

Source: ADOT Accident Location Identification Surveillance System, Baker

The fatality rate on Cave Creek Road from Stagecoach Pass Road to Tom Darlington Drive is 1.85 and on Cave Creek Road from Tom Darlington Drive to Pima Road is 5.17. The fatality rate on Cave Creek Road from Tom Darlington Drive to Pima Road is significantly higher than the 2011 average Arizona and U.S. fatality crash rate of 1.39 and 1.10, respectively, (per the 2012 Arizona Crash Facts Summary prepared by ADOT Intermodal Transportation Division). The fatality rates are high due to the number of fatalities during the four year study period for the length and low volume of the roadway segments.

The total crash rates for the study area segments in the Town of Cave Creek and Town of Carefree are lower than the 2009 Arizona and U.S. crash rates of 1.73 and 1.81, respectively (per 2011 Arizona Crash Facts Summary prepared by ADOT Intermodal Transportation Division and the Traffic Safety Facts 2011 prepared by NHTSA).

Intersection Crash Rate Comparisons: Fatality crash rates were computed for intersections with high numbers of crashes. Crash rates for intersections are expressed as “crashes per 100 million entering vehicle” (MEV). The following formula was used to calculate the fatality rate:

$$\frac{100,000,000 \times \text{no. of fatalities}}{\text{ADT} \times \text{no. of years} \times 365}$$

Similarly average annual total crash rates were calculated for particular intersections with more than one documented crash using the following formula:

$$\frac{1,000,000 \times \text{no. of crashes}}{\text{ADT} \times \text{no. of years} \times 365}$$





There were 24 intersections with one recorded crash between January 2008 and December 2012. The crash rates at these 24 intersections ranged from 0.03 to 0.11. Crash rate comparisons were conducted for the remaining intersections on Cave Creek Road, Carefree Highway, Tom Darlington Drive and Pima Road. Intersection crash rate comparisons are shown in **Table 6.2**.

Table 6.2 – Intersection Crash Rate Comparisons

Roadway	Intersection	No. of Fatalities	No. of Crashes	ADT	Fatality Rate	Crash Rate
Carefree Highway	32 nd St	0	6	15,074	0	0.27
	36 th St	0	5	15,074	0	0.23
	Black Mountain Rd	0	17	23,200	0	0.50
	50 th St	0	2	24,087	0	0.06
	52 nd St	0	4	24,087	0	0.11
	Cave Creek Rd	0	36	24,087	0	1.02
	56 th St	0	6	16,993	0	0.24
Cave Creek Road	Westland Rd	0	4	20,762	0	0.13
	Olesen Dr	0	5	20,762	0	0.16
	Carefree Hwy	0	39	20,762	0	1.29
	Canyon Ridge Dr	0	2	13,953	0	0.10
	Surrey Dr	0	2	12,732	0	0.11
	Blue Ridge Dr	0	4	12,732	0	0.22
	Paseo Dulce	0	3	12,732	0	0.16
	Rancho Manana Blvd	0	8	12,732	0	0.43
	Spur Cross Rd	0	6	12,732	0	0.32
	Basin Rd	0	6	12,732	0	0.32
	School House Rd	0	11	12,732	0	0.59
	65 th St	0	2	12,732	0	0.11
	Ridgeway Dr	0	2	12,732	0	0.11
	Viola Ln (west)	0	2	12,732	0	0.11
	Viola Ln (east)	0	3	12,732	0	0.16
	Galloway Dr	0	2	11,511	0	0.12
	Tom Darlington Dr	0	3	10,997	0	0.19
	Hum Rd	0	2	10,997	0	0.12
	Carefree Dr	0	6	10,997	0	0.37
	Long Rifle Rd	1	4	6,970	9.83	0.39
Pima Rd	0	7	6,215	0	0.77	
Milky Way	0	2	6,215	0	0.22	
Tom Darlington Drive	Cave Creek Rd	0	3	9,119	0	0.23
	Wampum Way	0	3	9,119	0	0.23
	Bloody Basin Rd	0	4	9,903	0	0.28
	Bivouac Trail	0	2	10,686	0	0.13
	Stagecoach Pass	0	4	12,369	0	0.22
	Boulder Pass	0	2	14,517	0	0.09
Pima Road	Cave Creek Rd	0	3	11,468	0	0.18

Source: ADOT Accident Location Identification Surveillance System, Baker





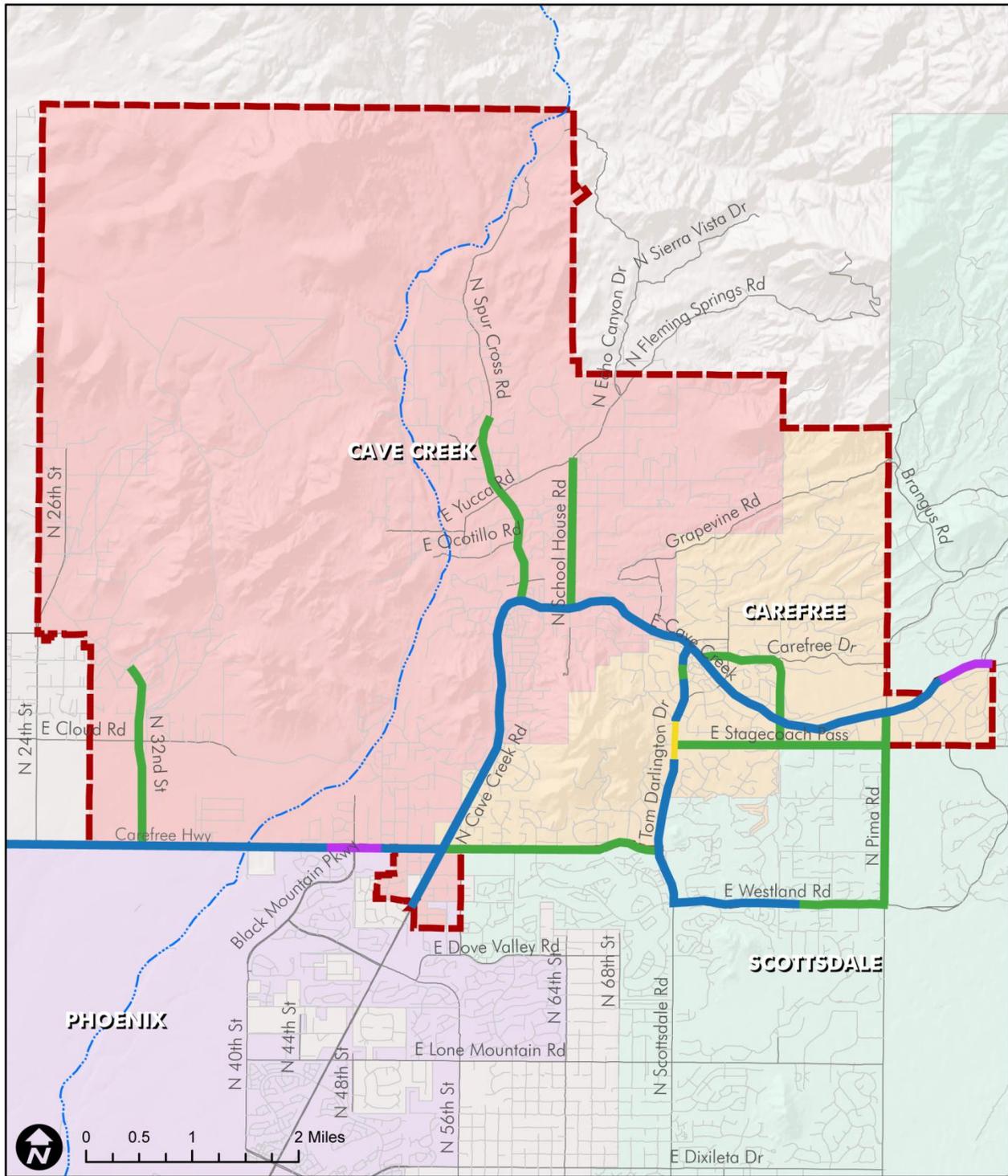
There was one fatality recorded between January 2008 and December 2012 which occurred at the intersection of Cave Creek Road and Long Rifle Road. The fatality rate at the intersection of Cave Creek Road and Long Rifle Road is 9.83. The fatality rate is high at this intersection due to the number of fatalities during the four year study period and the low volume at the intersection. It is recommended that a crash analysis be conducted to analyze fatal crashes occurring over the last ten years to determine if there are any reoccurring trends in fatalities within the study area.

The total crash rates for the study area intersections in the Town of Cave Creek and Town of Carefree are lower than the 2009 Arizona and U.S. crash rates of 1.73 and 1.81, respectively (per 2011 Arizona Crash Facts Summary prepared by ADOT Intermodal Transportation Division and the Traffic Safety Facts 2011 prepared by NHTSA). However, there are a high number of crashes occurring at the intersections of Carefree Highway/Black Mountain Road, Carefree Highway/Cave Creek Road and Cave Creek Road/School House Road. It is recommended that further crash analysis be conducted to determine if any improvements that can be made to reduce the number of crashes at these intersections.





Figure 14: Existing Number of Lanes



Legend

- Study Area Limits
- Streets
- Creek/Wash

Number of Lanes - Existing

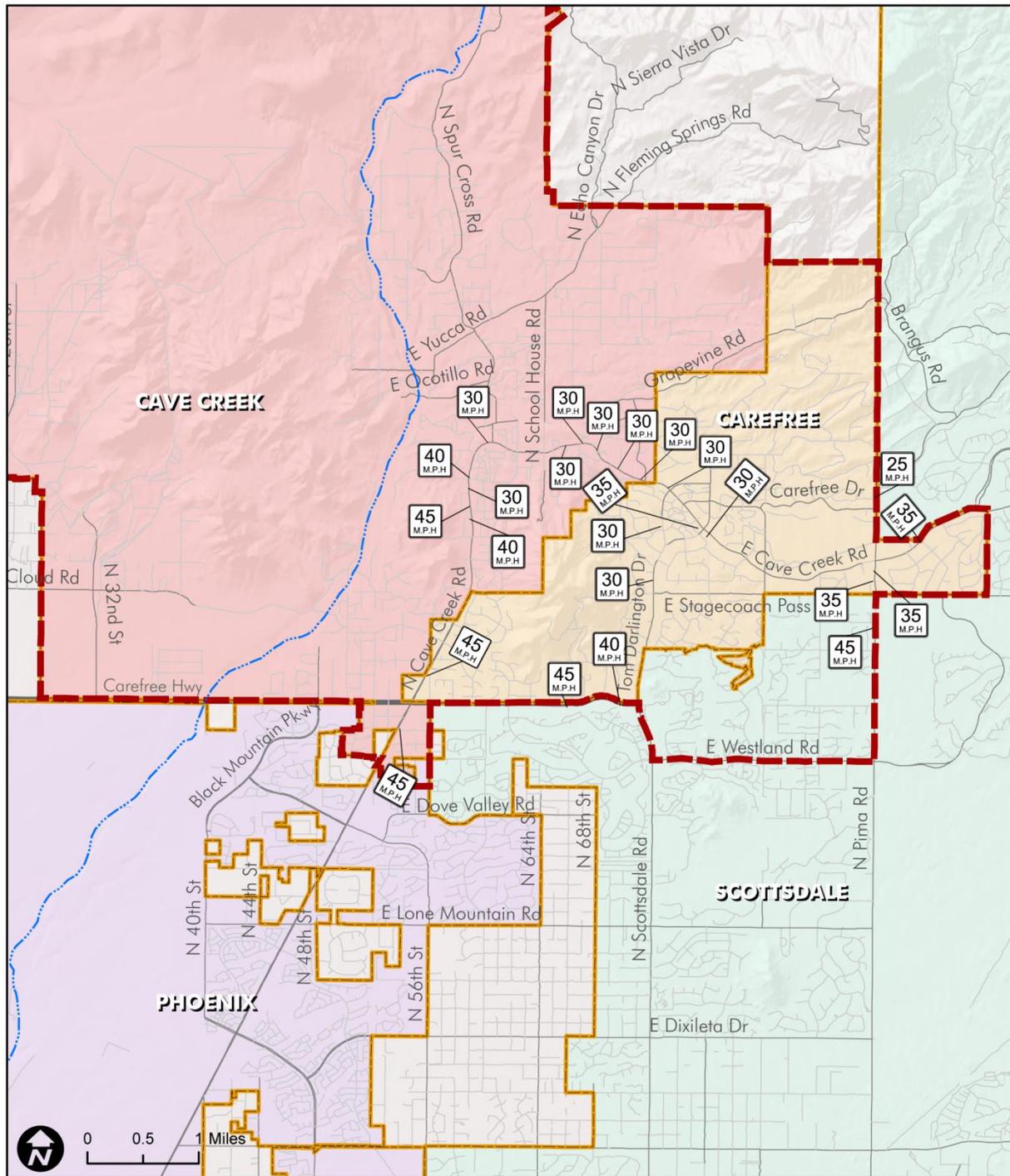
- 5 Lanes (3 in one direction, 2 in one direction)
- 4 Lanes (2 in each direction)
- 3 Lanes (2 in one direction, 1 in one direction)
- 2 Lanes (1 in each direction)

Source: ASLD, MAG, Baker





Figure 15: Posted Speed Limit



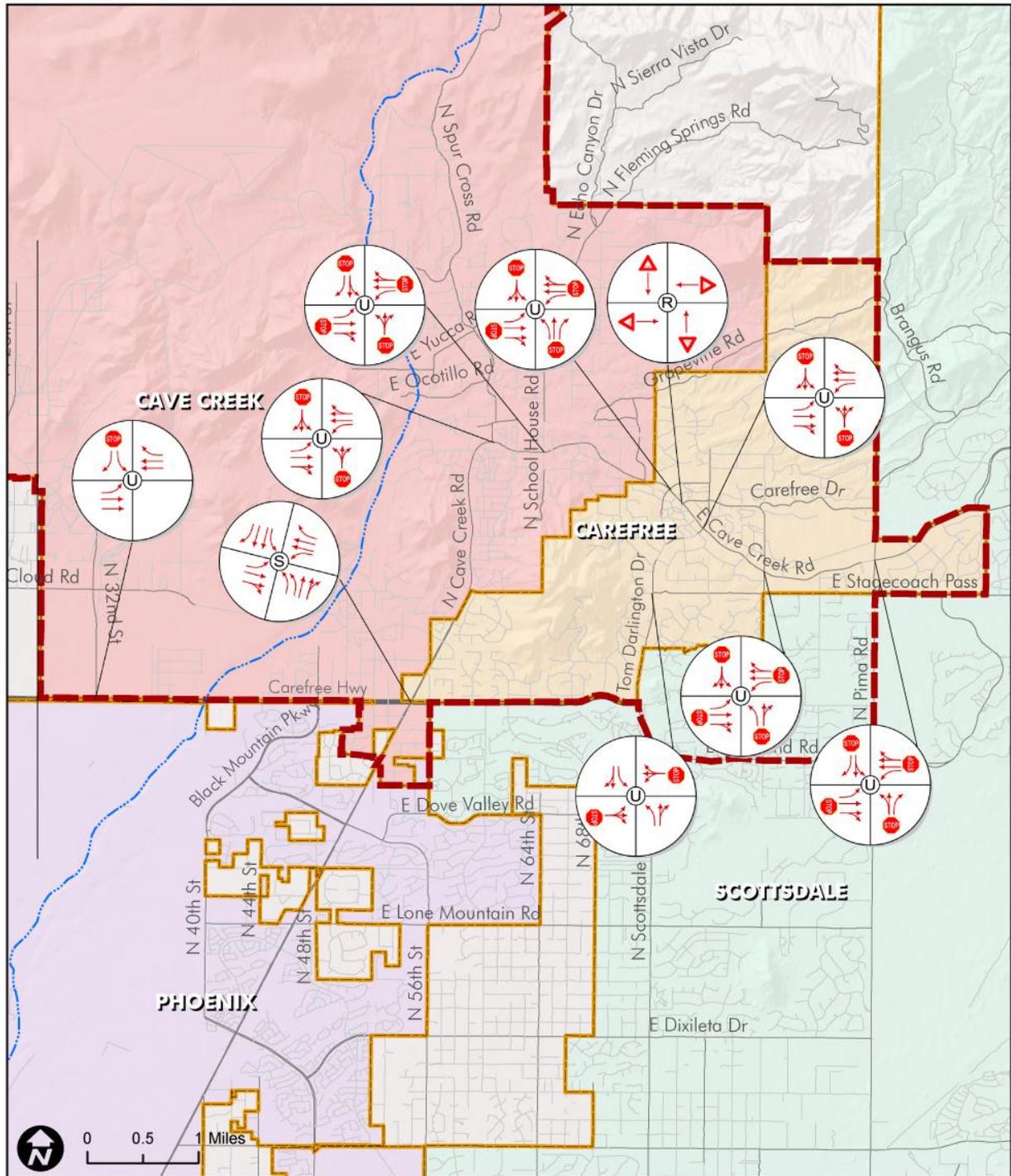
- Legend**
- Study Area Limits
 - Municipal Limits
 - Streets
 - River/Creek
 - Posted Speed Limit
 - 40 MPH Speed Limit

Source: ASLD, MAG, Baker





Figure 16: Intersection Configuration and Traffic Control Type

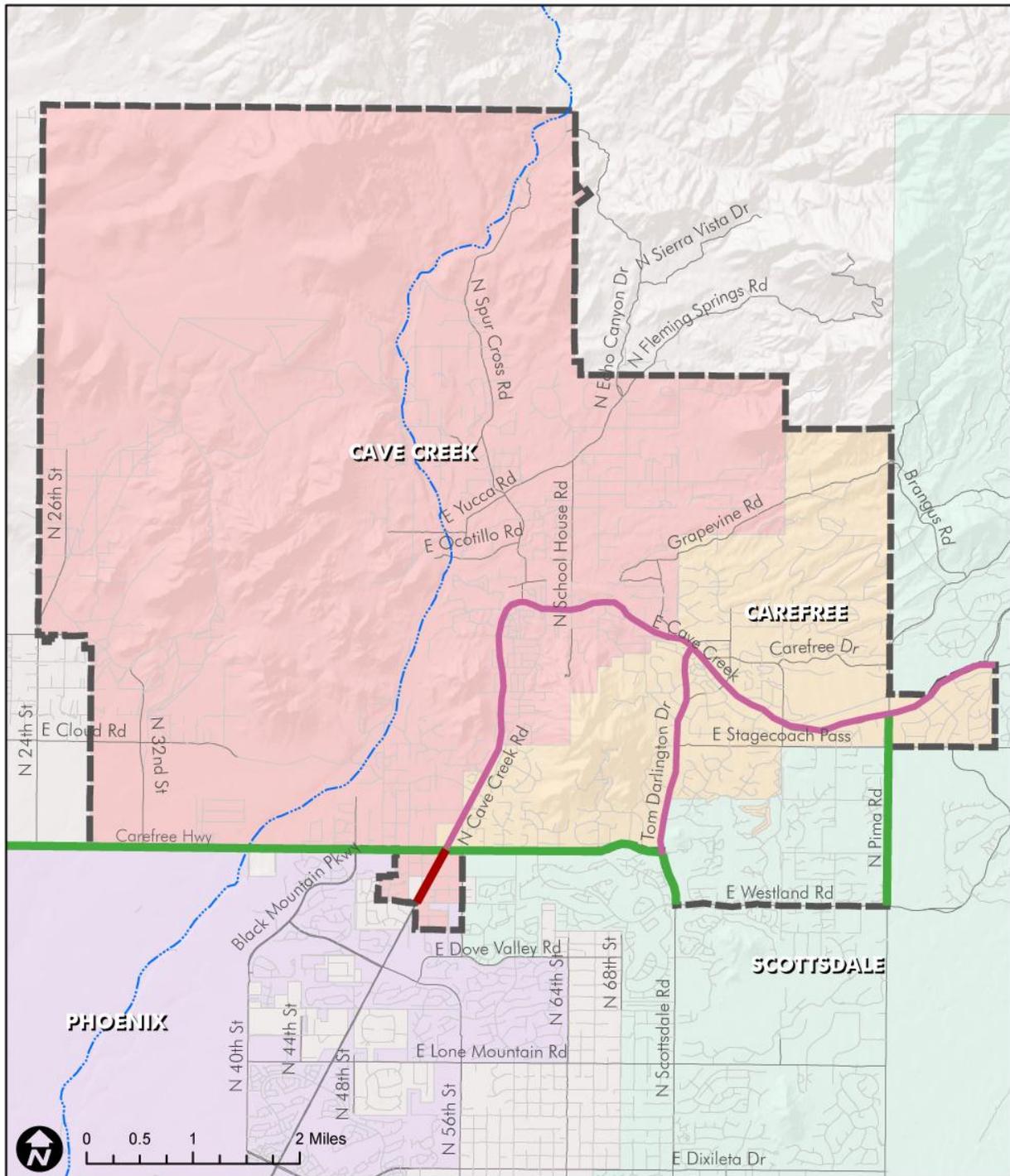


Source: ASLD, MAG, Baker





Figure 17: FHWA Functional Classification



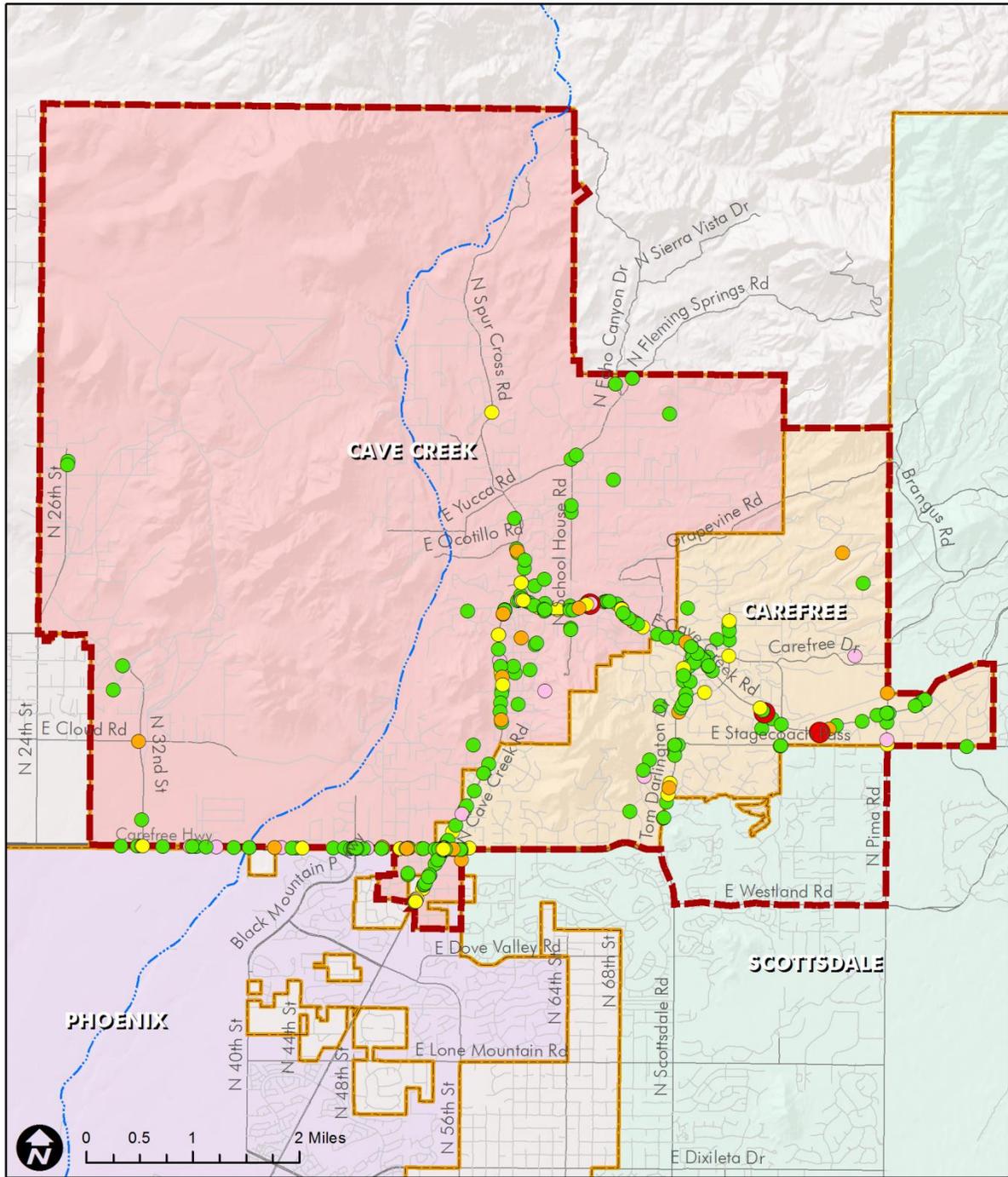
- | | | | |
|---------------|-------------------|----------------------------------|--------------------|
| Legend | | Functional Classification | |
| | Study Area Limits | | Principal Arterial |
| | Streets | | Minor Arterial |
| | Creek/Wash | | Major Collector |

Source: ASLD, ADOT, FHWA





Figure 18: Crash Analysis



Legend

- Study Area Limits
- Municipal Limits
- Streets
- River/Creek

Crash Location and Type: 1/08 - 12/12

- Fatal
- Possible Injury
- No Injury
- Incapacitating Injury
- Non-Incapacitating Injury

Source: ASLD, ADOT





Existing Traffic Conditions

The current study focuses mainly on local and regional bicycle/pedestrian linkages and special event traffic and parking management. Since most of the events occur on a weekend day, approach and departure counts and turning movement counts were collected on one non-event weekend that will serve as the baseline counts.

Weekday Daily Traffic Volumes

Existing weekday daily traffic volumes for the roadway segments in the Town of Cave Creek and the Town of Carefree were obtained from the 2008 Carefree Transportation Plan, Maricopa Association of Governments Transportation Data Management System and the 2008 average daily traffic volumes from the City of Scottsdale website. The existing weekday ADT volumes obtained range from the years 2006 to 2011 and are illustrated in *Figure 19*.

Weekend Daily Traffic Volumes

Traffic Research and Analysis (TRA) collected 48-hour approach and departure volumes with automatic traffic recorders in fifteen minute intervals at five locations within the study at the following locations to obtain the weekend ADT volumes:

- Cave Creek Road North of Stagecoach Pass
- Tom Darlington Drive North of Carefree Highway
- Cave Creek Road East of Mule Train Road
- Tom Darlington Drive North of Bloody Basin Road
- Tom Darlington Drive South of Cave Creek Road

The above traffic count locations are expected to capture the traffic volumes entering and exiting the Town of Cave Creek and Town of Carefree. The weekend volumes are collected to be able to provide a comparison to the volumes that will be collected on a weekend during events within the study area. The 2013 weekend ADT volumes are shown in **Table 6.2**. A detailed report of the traffic counts are contained in Appendix C.

Table 6.3 – 2013 Weekend Daily Traffic

Roadway Segment	Direction	2013 Saturday Daily Traffic (VPD)	2013 Sunday Daily Traffic (VPD)
Cave Creek, N of Stagecoach Pass	NB	5,592	4,345
	SB	5,908	4,851
	Total	11,500	9,196
Tom Darlington, N of Carefree Highway	NB	5,341	3,789
	SB	5,012	3,758
	Total	10,353	7,547
Cave Creek, E of Mule Train	EB	2,087	1,746
	WB	2,098	1,792
	Total	4,185	3,538





Roadway Segment	Direction	2013 Saturday Daily Traffic (VPD)	2013 Sunday Daily Traffic (VPD)
Tom Darlington, N of Bloody Basin	NB	4,213	2,604
	SB	3,809	2,581
	Total	8,022	5,185
Tom Darlington, S of Cave Creek	NB	3,557	2,262
	SB	1,753	445
	Total	5,310	2,707

Source: Traffic Research and Analysis

TRA counted current traffic volumes at ten of the major intersections within the study area on Wednesday, June 26, 2013. The following ten intersections are considered to be the major intersections within the study area:

- Tom Darlington Drive and Stagecoach Pass
- Tom Darlington Drive and Cave Creek Road
- Carefree Drive and Cave Creek Road
- Bloody Basin Road and Cave Creek Road
- Mule Train Road and Cave Creek Road
- Pima Road and Cave Creek Road
- Spur Cross Road and Cave Creek Road
- School House Road and Cave Creek Road
- 32nd Street and Carefree Highway
- Cave Creek Road and Carefree Highway

Turning movement counts were collected in fifteen minute intervals from 4:00 PM to 6:00 PM. The 2013 turning movement counts for the PM peak period are shown in **Figure 20**. A detailed report of the turning movement counts are contained in Appendix D.

Existing 2013 Level of Service

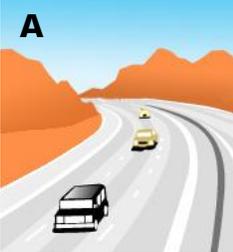
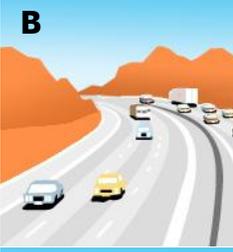
Roadway Segment Level of Service

The ability of a transportation system to transmit the transportation demand is characterized as its level of service (LOS). LOS is a rating system from “A”, representing the best operation, to “F”, representing the worst operation. The appropriate reference for LOS operation is the *Highway Capacity Manual*, published by the Transportation Research Board. This manual characterizes the LOS for an urban street facility as described in **Table 6.3** Urban Street facilities are described as having interrupted flow (signals, all-way stops, or roundabouts) at a spacing of 2 miles or less. The LOS descriptions below are applicable for arterial and collector streets.





Table 6.4 – Level of Service Criteria for Urban Street Facilities

Level-of-Service	Characterized by <i>Highway Capacity Manual</i> as:
<p>A</p> 	<p>Primarily free-flow speed. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85 percent of the base free-flow speed.</p>
<p>B</p> 	<p>Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67 percent and 85 percent of the base free-flow speed.</p>
<p>C</p> 	<p>Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50 percent and 67 percent of the base-flow speed.</p>
<p>D</p> 	<p>Less stable condition in which small increases in flow may cause substantial increases in delay and decrease in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40 percent and 50 percent of the base free-flow speed.</p>
<p>E</p> 	<p>Unstable operation and significant delay. Such operation may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30 percent and 40 percent of the base free-flow speed.</p>
<p>F</p> 	<p>Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30 percent or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.</p>



In general, LOS A and B represent no congestion, LOS C and D represent moderate congestion, and LOS E and F represent severe congestion.

LOS can be calculated for roadway segments, intersections, and freeway mainline lanes and ramps. LOS estimates also can be calculated for different periods, including daily conditions and peak hour conditions. The LOS analysis discussed in this section focuses on planning level roadway segment performance within the study area based on daily roadway segment volumes. Analysis of study area intersections based on peak hour turning movement volumes and anticipated delay is discussed in the following section.

The widely accepted *2009 Quality/Level of Service Handbook* published by the Florida Department of Transportation provides the planning guidelines relating LOS to daily volumes to estimate capacity for roadway segments. These guidelines are not an exact description of the actual operating LOS on a particular roadway segment, but they give an indication of when the roadway falls below acceptable levels of service.

Table 6.4 shows the capacity threshold values for the ADT levels obtained in June of 2013 for this study. Street capacity thresholds were derived directly from the “Table 3, Generalized Annual Average Daily Volumes for Florida’s Rural Undeveloped Areas and Cities or Developed Areas Less than 5,000 population,” published by the Florida Department of Transportation (FDOT) in the widely accepted 2009 Quality/Level of Service Handbook. Information relevant to rural facilities in FDOT’s 2009 Quality/Level of Service Handbook served as reference for the development of specific values to reflect current Cave Creek and Carefree area conditions and future conditions anticipated to exist ultimately in the Study Area. Pertinent data related to the 2009 Quality/Level of Service Handbook is included in Appendix E.

The daily volume thresholds to achieve LOS operations C, D and E are shown in **Table 6.4**. The LOS threshold measures reflect the traffic volume characteristics of each facility or grouping of facility types. The selection of these LOS threshold values accounts for the expectations of the drivers as well as the relative costs associated with the construction of each facility type. ADT volumes in excess of the thresholds illustrated in **Table 6.4** indicate a condition in which the volumes on a given roadway segment exceeds the planning-level capacity for that facility.

Table 6.5: Summary of Generalized Annual Average Daily Volume Threshold

Through Lanes	Level of Service Volume Threshold		
	C	D	E
2	8,820	11,700	12,510
4	20,970	25,200	26,910
6	32,760	38,160	33,705

Figure 19 depicts the current Weekday LOS for the roadway segments within the study area where daily volumes were available.

Intersection Level of Service

The Highway Capacity Manual considers the average delay per vehicle as the measure to determine the LOS of a signalized intersection. The delay and LOS are calculated for the intersection, each approach,





and each turning movement. **Table 6.5** lists the LOS criteria for signalized intersections as stated in the Highway Capacity Manual. **Table 6.6** lists the level-of-service criteria for the unsignalized study area intersections.

Table 6.6: Level-of-Service Criteria for Signalized Intersections

Level-of-Service	Average Control Delay (s/veh)
A	≤ 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

Table 6.7: Level-of-Service Criteria for Unsignalized Intersections

Level-of-Service	Average Control Delay (s/veh)
A	≤ 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

One of the important conditions for determining LOS at an intersection is the number of lanes provided for each movement on each approach at the intersection. The existing intersection geometry for the study area intersections is shown in *Figure 16*.

The LOS for the study area intersections was evaluated using *Synchro* software, which utilizes the criteria described in **Table 6.5** and **Table 6.6**. The existing LOS for the signalized and unsignalized intersections within the study area is shown in *Figure 20*. Appendix F provides the complete results of the existing 2013 LOS analyses.

Table 6.8: Existing 2013 PM Peak Hour Level of Service Summary

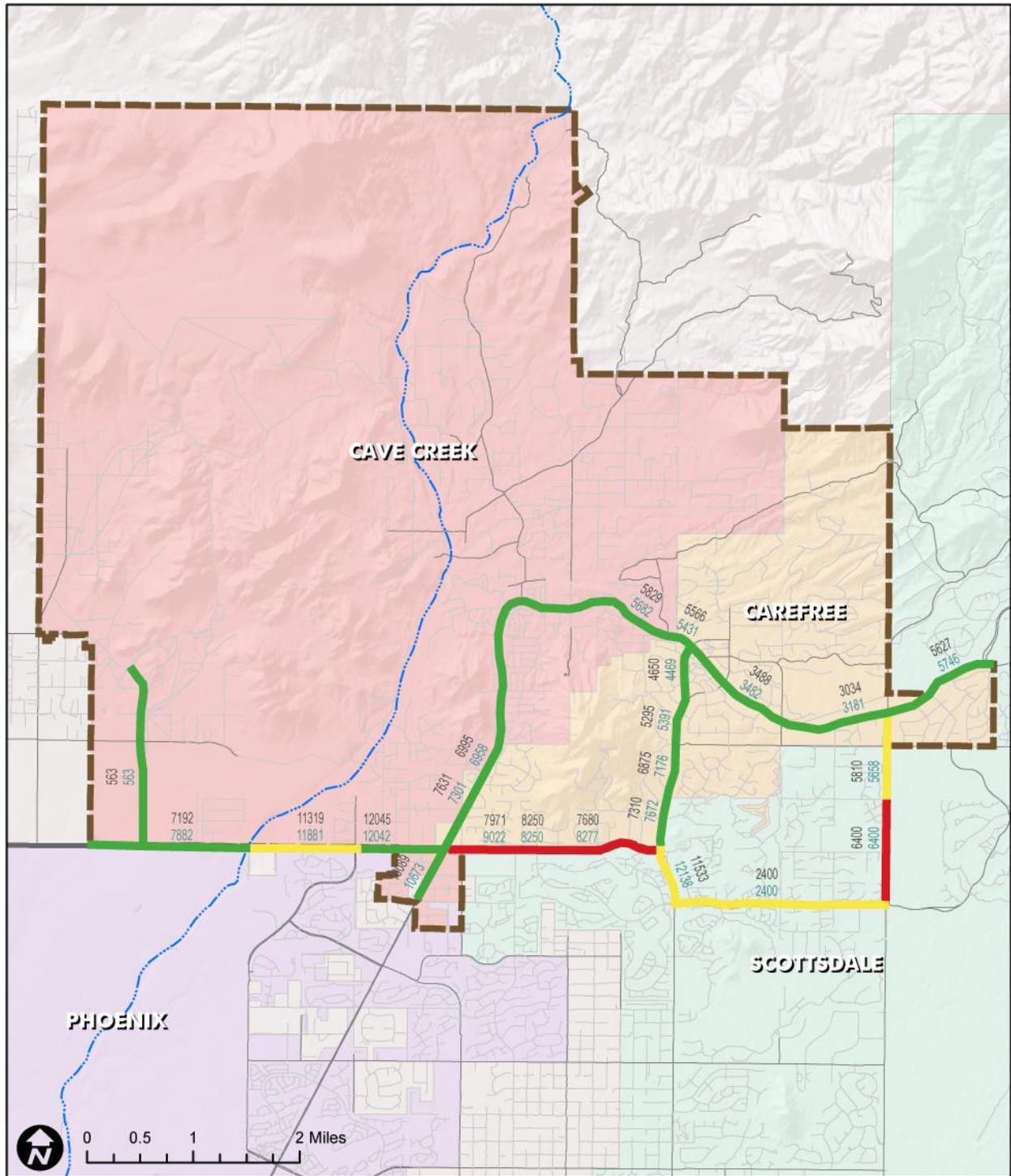
Intersection	Northbound			Southbound			Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Carefree Hwy/32nd St	-	-	-	D	-	B	B	-	-	-	-	-
Cave Creek Rd/Carefree Hwy*	B											
Cave Creek Rd/Spur Cross Rd	A			B			A	-	-	A	A	
Cave Creek Rd/Schoolhouse Rd	B			B	A	-	B	B	A	A	B	B
Cave Creek Rd/Tom Darlington Dr	B	A	A	A			A	A	B	B	A	A
Cave Creek Rd/Carefree Dr	A			A			A			A		
Cave Creek Rd/Bloody Basin Trl	A			B			A	-	-	A	-	-
Cave Creek Rd/Mule Train Rd	A	A	-	A			A	A	A	A	A	A
Cave Creek Rd/Pima Rd	B	A	-	A	A	-	A	A	A	B	A	A
Tom Darlington Dr/Stage Coach Pass Rd	A	-	-	A	-	-	C	-	-	C	-	-

*Signalized Intersection





Figure 19: Existing Weekday Traffic Volumes and LOS



Legend

- Study Area Limits
- Municipal Limits
- Streets
- River/Creek

Traffic Volumes

- XX Average Daily Traffic Volumes (AB)
- XX Average Daily Traffic Volumes (BA)

Level of Service

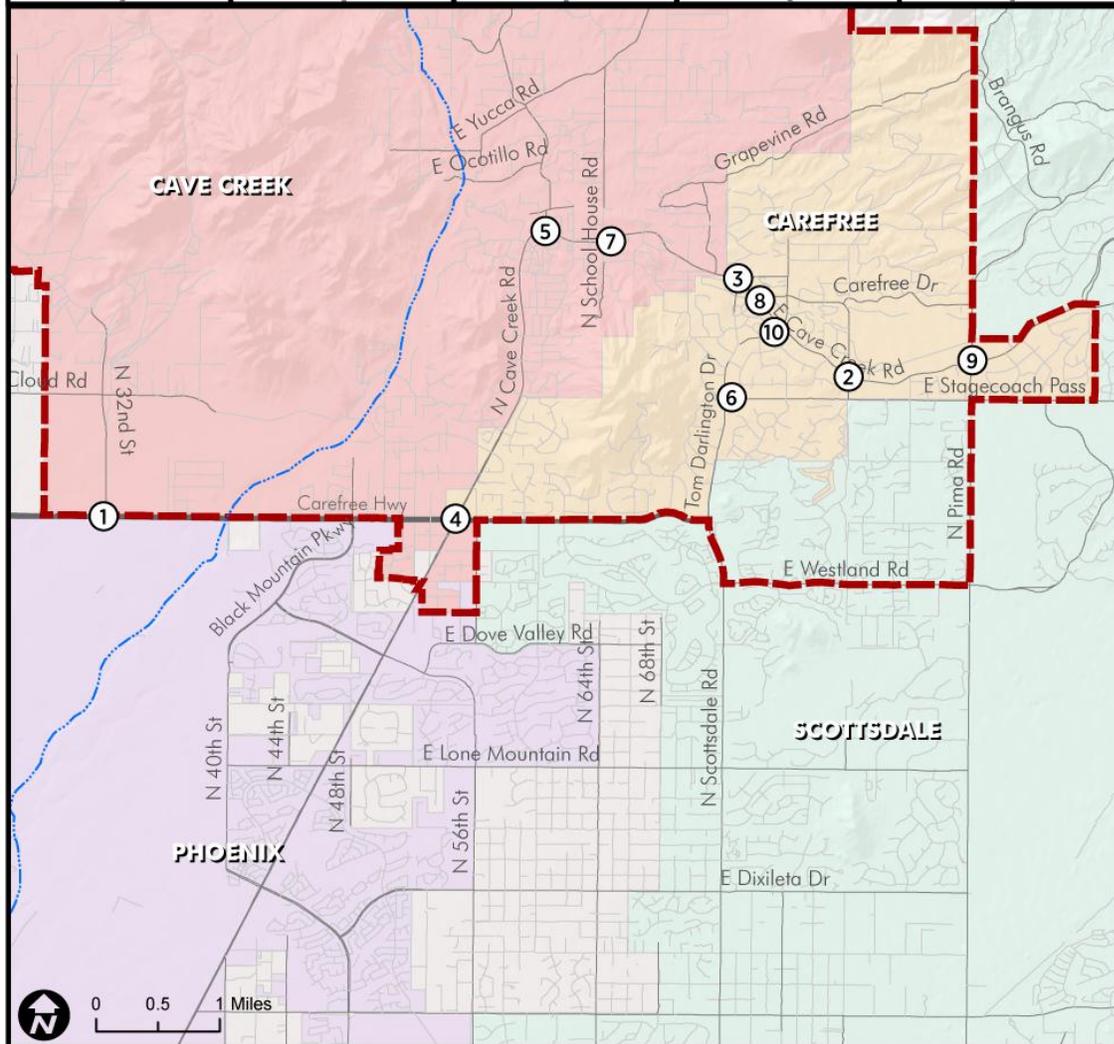
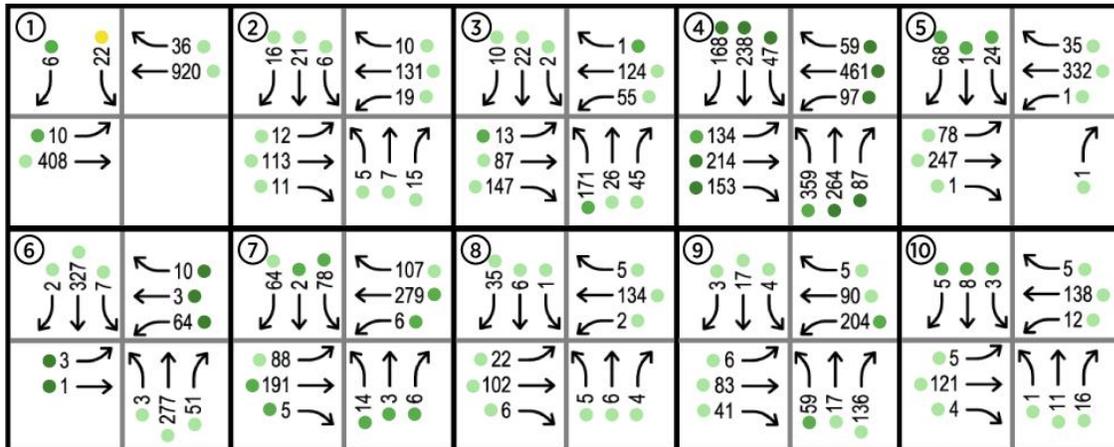
- LOS C
- LOS D
- LOS E/F

Source: ASLD, Carefree Transportation Plan, MAG Data Management System, Scottsdale Traffic Volume Map





Figure 20: Existing Intersection PM Peak Hour Volumes



Source: ASLD, TRA, Baker





Access Management

Design standards for arterial streets, collector streets, local residential streets and multi-use pathways are based on MAG standards, the Carefree Transportation Plan and policies and specifications of the Town of Carefree, which are updated from time to time.

Access management is a set of techniques that can be used to control access to highways, major arterials and other roads. The benefits of access management include improved traffic movement, reduced accidents, and fewer vehicle conflicts. Access management by change in access density seeks to simultaneously enhance safety, preserve capacity and provide for pedestrian and bicycles needs. The appropriate degree of access control varies according to the functions and traffic characteristics of the roadway, abutting land, and long-term planning objectives. In general, the higher the functional classification of the road (i.e., freeways and arterials) the more emphasis placed on traffic mobility as opposed to access to adjoining properties.

The Town of Cave Creek current access management policies are detailed in the *Town of Cave Creek Technical Design Guideline Number 2 – Transportation*. This document provides guidelines governing access to private property from adjacent public streets. **Table 6.8** lists the access management guidelines developed by the Town of Cave Creek.

Table 6.9: Town of Cave Creek Access Management Guidelines

Access Control Features	Major Arterial		Minor Arterial		Collector	
	Urban	Rural	Urban	Rural	Urban	Rural
Medians	Divided with openings at every ¼ mile to 660'	Divided with openings at every ½ mile	Two-Way left-turn lane	Two-Way left-turn lane	Two-Way left-turn lane	Two-Way left-turn lane
No. of Access Points per Mile	4 to 8 on each side	Infrequent controlled access	6 to 8 on each side	Infrequent controlled access	>10 Uncontrolled on one side	Min interference from dwys appropriate to rural setting
Full Access Driveway from Major Intersection	660'		460'		400'	
Partial Access Driveway from Major Arterial	280'		280'		225'	
Driveway Spacing*	65' – 330'	65' – 330'	65' – 330'	65' – 330'	65' – 330'	65' – 330'

**Driveway spacing is dependent on type of development*

The Town of Carefree currently does not have an access management policy in place. **Table 6.9** describes existing access control implementation along the major roadways within the Towns of Cave Creek and Carefree.





Table 6.10: Existing Access Control Summary

Roadway	Segment From To		Jurisdiction	Existing Functional Classification	Access Control Characteristics
Cave Creek Road	Carefree Hwy	Skyline Dr	Cave Creek	Major Collector	<ul style="list-style-type: none"> • Raised medians exists throughout the corridor. • Median openings and left-turn lanes exist at all cross street locations and at the Lowes and Town Hall driveways. • No direct access to residential properties currently exists along Cave Creek Rd. An existing traffic signal exists at Carefree Hwy. • A right-turn deceleration lane exist at the Lowes driveway, Perdido Dr, Canyon Creek Cir, Sentinel Rock Rd, Stagecoach Pass, and Long Rifle Rd.
	Skyline Dr	Scopa Trail (Town Limits)	Cave Creek	Major Collector	<ul style="list-style-type: none"> • Raised medians exists throughout the corridor with the exception of a two-way left-turn lane for a 340-ft segment north of Spur Cross Rd. • Median openings and left-turn lanes exist at all cross street locations and at several business driveways throughout the Town Core area. • No direct access to residential properties currently exists along Cave Creek Rd with the exception of one residential property located 350' south of Rancho Manana Blvd. • The intersection with Schoolhouse Rd is four-way stopped controlled. A right-turn deceleration lane exist at the Stagecoach Village driveway and Galloway Dr.
	Scopa Trail (Town Limits)	Bloody Basin Rd	Carefree	Arterial	<ul style="list-style-type: none"> • Raised medians exists throughout the corridor. Median openings and left-turn lanes exist at all cross street locations and at several business driveways within the Town Center area. • No direct access to residential properties currently exists along Cave Creek Rd. • A round-a-bout exists at Carefree Dr and the intersection with Tom Darlington Dr is four-way stopped controlled. • A right-turn deceleration lane exist at the driveway located 290' east of Scopa Trail, Tom Darlington Dr, and driveway at Hum Rd.
	Bloody Basin Rd	Desert Mountain Pkwy	Carefree	Arterial	<ul style="list-style-type: none"> • Raised medians exists throughout the corridor with the exception of a two-way left-turn lane for a 370-ft segment west of Tree Lined Trail. • Median openings and left-turn lanes exist at all cross street locations with the exception of Milky Way, Twilight Trail and Tree Lined Trail. Direct access to residential properties currently exists along Cave Creek Rd. • The intersections with Mule Train Rd and Pima Rd are four-way stopped controlled.





Roadway	Segment From To		Jurisdiction	Existing Functional Classification	Access Control Characteristics
Spur Cross Road	Honda Bow Rd	Cave Creek Rd	Cave Creek	Minor Collector	<ul style="list-style-type: none"> No medians exist throughout the corridor with the exception of a painted median at Honda Bow Rd and Morning Star Rd. No left-turn lanes exist at the intersections Honda Bow Rd and Morning Star Rd. Direct access to residential properties currently exists along Stagecoach Pass. The intersection with Cave Creek Rd is stopped controlled.
Schoolhouse Road	Fleming Springs Rd	Road Terminus	Cave Creek	Minor Collector	<ul style="list-style-type: none"> No medians exist throughout the corridor. No left-turn lanes exist at the cross street intersections. Direct access to residential properties currently exists along Schoolhouse Rd. The intersections with Fleming Springs Rd and Cave Creek Rd are four-way stopped controlled. A right-turn lane exists at Cave Creek Rd.
Fleming Springs Road	Spur Cross Rd	Town Limits	Cave Creek	Minor Collector	<ul style="list-style-type: none"> No medians exist throughout the corridor. No left-turn lanes exist at the cross street intersections. Direct access to residential properties currently exists along Fleming Springs Rd. The intersections with Spur Cross Rd and Schoolhouse Rd are stopped controlled.
Tom Darlington Drive	Cave Creek Rd	Bloody Basin Rd	Carefree	Arterial	<ul style="list-style-type: none"> Raised medians exists throughout the corridor. Median openings and left-turn lanes exist at all cross street locations and at Carefree Marketplace driveway. No direct access to residential properties currently exists along Cave Creek Rd with the exception of one residential property located 315' north of Blood Basin Rd. An existing round-a-bout exists at Wampum Way and the intersection with Cave Creek Road is four-way stopped controlled. A right-turn deceleration lane exist at Cave Creek Rd, Lucky Ln, Wampum Way and the Carefree Marketplace driveway.
	Bloody Basin Rd	Carefree Hwy	Carefree	Arterial	<ul style="list-style-type: none"> Raised medians exists throughout the corridor. Median openings and left-turn lanes exist at all cross street locations. Direct access to residential properties currently exists along Cave Creek Rd. An existing traffic signal exists at Carefree Hwy. A right-turn deceleration lane exist at Boulder Pass.





Roadway	Segment From To		Jurisdiction	Existing Functional Classification	Access Control Characteristics
Pima Road	Charles Blair MacDonald Rd	Cave Creek Rd	Carefree	Collector	<ul style="list-style-type: none"> No medians exist throughout the corridor. No left-turn lanes exist at the cross street intersections. Direct access to residential properties currently exists along Pima Rd. The intersection with Cave Creek Rd is four-way stopped controlled. A right-turn lane exists at Cave Creek Rd.
	Cave Creek Rd	Stagecoach Pass	Carefree	Arterial	<ul style="list-style-type: none"> A painted exist for a 665-ft segment north of Stagecoach Pass. A left-turn lanes exist at Stagecoach Pass. Direct access to residential properties currently exists along Pima Rd. The intersection with Cave Creek Rd is four-way stopped controlled. A right-turn lane exists at Cave Creek Rd.
Stagecoach Pass	Tom Darlington Dr	Pima Rd	Carefree	Collector	<ul style="list-style-type: none"> No medians exist throughout the corridor. No left-turn lanes exist at the cross street intersections. Direct access to residential properties currently exists along Stagecoach Pass. The intersections with Tom Darlington Dr, Sidewinder Rd/Bolder Dr and Pima Rd are stopped controlled. A right-turn lane exists at Sidewinder Rd/Bolder Dr.
Mule Train Road	Carefree Dr	Stagecoach Pass	Carefree	Collector	<ul style="list-style-type: none"> No medians exist throughout the corridor. Left-turn lane exist at Cave Creek Rd. Direct access to residential properties currently exists along Mule Train Rd. The intersections with Cave Creek Rd and Stagecoach Pass are stopped controlled.
Carefree Drive	Cave Creek Rd	Mule Train Rd	Carefree	Collector	<ul style="list-style-type: none"> No medians exist throughout the corridor. No left-turn lanes exist at the cross street intersections. Direct access to residential properties currently exists along Carefree Dr. A round-a-bout exists at Cave Creek Rd and the intersection with Tranquil Trail is four-way stopped controlled.
Tranquil Trail	Rising Sun Rd	Cave Creek Rd	Carefree	Collector	<ul style="list-style-type: none"> No medians exist throughout the corridor. No left-turn lanes exist at the cross street intersections. Direct access to residential properties currently exists along Tranquil Trail. The intersections with Carefree Dr and Cave Creek Rd are stopped controlled.





Roadway	Segment From To		Jurisdiction	Existing Functional Classification	Access Control Characteristics
Sundance Trail	Cave Creek Rd	Tranquil Trail	Carefree	Collector	<ul style="list-style-type: none"> No medians exist throughout the corridor. No left-turn lanes exist at the cross street intersections. Direct access to residential properties currently exists along Sundance Trail. The intersections with Cave Creek Rd and Tranquil Trail are stopped controlled.
Rising Sun Road	Stevens Rd	Golden Spur Ln	Carefree	Collector	<ul style="list-style-type: none"> No medians exist throughout the corridor. No left-turn lanes exist at the cross street intersections. Direct access to residential properties currently exists along Rising Sun Rd. The intersection with Tranquil Trail is four-way stopped controlled.
Carefree Highway	Town Limits	Cave Creek Rd	Maricopa County	Principal Arterial	<ul style="list-style-type: none"> Raised medians exist throughout the corridor. Median openings and left-turn lanes exist at all cross street locations and driveways to shopping center located east of Black Mountain Pkwy. No direct access to residential properties currently exists along Carefree Hwy. An existing traffic signal exists at Black Mountain Pkwy, 50th St and Cave Creek Rd. A right-turn deceleration lane exist all intersections and driveways with the exception of 52nd St and 53rd St.
	Cave Creek Rd	Tom Darlington Dr	Scottsdale	Minor Arterial	<ul style="list-style-type: none"> A painted median exists between Cave Creek Road and 56th St and between Carefree Mountain Dr and Sunset Trail. A raised median exist at Tom Darlington Dr. No direct access to residential properties currently exists along Carefree Hwy. An existing traffic signal exists at Cave Creek Rd and Tom Darlington Dr. A right-turn deceleration lane exist all intersections and driveways with the exception of 60th St and Stagecoach Pass.

2. Transit

Existing Transit Conditions

The Towns of Cave Creek and Carefree currently have partial transit facilities. Foothills Caring Corps currently provides a volunteer based Dial-A-Ride service and van trips in this area. The transportation services that Foothills Caring Corps provides include:





- Van Program – Community members are transported by vans to shopping, lunch outings, movies, libraries, bingo, concerts and more.
- Medical Transportation – Volunteers provide community members with transportation to medical appointments, accompany them inside and return them home after their appointment.
- Grocery Shopping – Community members are accompanied by volunteers to the grocery store and enjoy help with shopping, or volunteers shop for those who can't get out, assist with carrying bags into the home, and with unloading and storing groceries.

The next closest dial-a-ride service is in the City of Phoenix and terminates approximately five miles south of the Towns of Cave Creek and Carefree. The closest scheduled bus service is in the City of Scottsdale and terminates approximately ten miles south Carefree Highway.

In 2008, the Towns of Cave Creek and Carefree conducted a survey to determine the needs of their citizens for public transportation. Summary of the survey is included in section titled *Transportation Plans* in the *Review of Studies, Reports and Plans* chapter.

The 2008 *Carefree Transportation Plan* determined that the Town of Carefree does not have a concentrated employment base and residents typically do not leave home every morning at the same time each day and return home every evening at the same time each day. The mid-day peak travel patterns in the Town of Carefree indicate that typical bus routes that serve commuting traffic would be inappropriate. Therefore, the transportation plan concluded conventional scheduled, fixed route bus service would not effectively serve current needs in the Town of Carefree.

The Carefree Resort offers a free 24-hour shuttle service for resort guests. The 24-hour shuttle service runs every hour on the hour and will take the guests within a three mile radius of the resort. The guests that are taken to a destination within three miles are given a card with a phone number to call when they want to be picked up and taken back to the resort.

The Boulders resort does not provide a shuttle service or van-pool to guests. The concierge will coordinate taxi cabs for guests wanting to travel outside the resort.

The Boulders Resort provides a free van pool service for its housekeeping and golf course maintenance staff that runs throughout the day for all shifts. There is one van that seats about 15 staff members. The van service is 100% utilized by staff during every shift.

Public Transportation Needs Assessment

Assessing transit needs can be an important component of the decision-making process in relation to developing and reviewing framework alternatives specific to the provision of public transportation in the study area.

The 1992 Arkansas Public Transportation Needs Assessment (APTNA) is often used to estimate transit trip demand for rural communities. While Cave Creek and Carefree are in the Phoenix metropolitan area, they are remote from the public transportation system. The APTNA model can be illustrative of annual transit trip demand. The formula is:





Unlinked Passenger Trip Demand = (8.4 X population 65 years or older) + (30.0 X disabled population younger than 65 years) + (14.5 X low income, nondisabled population younger than 65 years). The resultant demand for the study area is 31,600 trips per year.

The Arizona Rural Transit Needs Study from May 2008 used the APTNA equation with slightly modified factors. The formula is:

Unlinked Passenger Trip Demand = (6.79 X population 60 years or older) + (4.49 X disabled population younger than 60 years) + (20.5 X low income, nondisabled population younger than 60 years). The resultant demand for the study area is 33,448 trips per year.

The results are similar and give an order of magnitude transit demand of approximately 30,000 trips per year.

While this projected level of demand coupled with the results of the 2008 Cave Creek/Carefree Transportation Survey indicate a level of support for public transit service within the study area, the lack of density within the two communities poses problems for the provision of public transit, whether through fixed route or demand response service.

The Rural Transit Fact Book (2013) reports ranges for total operating costs per passenger trip at \$ 3.75 to \$30.89 for fixed-route trips and \$5.80 to \$60.33 for demand-response trips. However, rider fares are less than the full operating cost per trip, typically ranging from \$1 to \$3 for fixed-route trips and roughly twice that for demand response trips. Consequently, the viability of transit service within the study area would undoubtedly be dependent on alternative funding sources.

The purpose of this analysis is to not necessarily provide statistically significant results regarding transit need, but to offer additional supportive information when considered along with public input and accompanying information included within this working paper.

3. Bicycle/Pedestrian

The existing bicycle and pedestrian transportation conditions for the project area is in need of improvement. Overall, the study area lacks multi-modal travel options that provide regional connectivity to area destinations.

Figure 21 displays the existing and proposed bicycle and pedestrian trail facilities within the study area. Generally, the local bicycle and pedestrian networks have disconnected segments or no facilities at all. However, the TFS area is benefited by having several on-road opportunities to connect to end points of bicycle networks located in neighboring jurisdictions of Phoenix and Scottsdale. Pedestrian connections for on-road networks are limited, but several off-road opportunities exist to connect to Maricopa County facilities as well as Phoenix and Scottsdale trails. There is no way-finding or signage for bicycle or pedestrian circulation in either community. Both Cave Creek and Carefree have pedestrian areas that are not ADA compliant. These rural communities share a beautiful natural high-desert environment that requires context sensitive bicycle and pedestrian solutions. Both communities have an independent brand and image that they desire to preserve. Existing on- and off-road bicycle facilities have areas that do not meet AASHTO design criteria. Each community has specific issues with existing facilities or has a lack of facilities in place.





TOWN OF CAVE CREEK

The current conditions of the project area have a variety of on- and off-road bicycle experience at or near the Cave Creek Road corridor. The existing roadway is asphalt and has areas of paved and unpaved shoulders. Paved shoulders vary from as little as 6 inches to as wide as 6 feet. No bike lane striping, signage, or pavement markings exist. The project area falls within both the Town of Cave Creek and the Town of Carefree. Both municipalities maintain their own pavement within their respective jurisdictions.



Cave Creek Road has posted speed limits of 45 mph in the south 2 miles of the project area and reduces to 30 mph in the Town Core, in roughly the area where the roadway changes direction at Spur Cross Road to the east limits of town at Scopa Trail. Local and collector roads have speed limits of 25 mph or less. Native desert landscaping occurs along much of the Cave Creek Road corridor, and a landscaped median is present along the entire corridor length. A primitive off-road trail exists in short, disconnected segments within the existing right-of-way of Cave Creek Road. Some areas in the Town Core have an aggregate based multi-use trail approximately 6 feet in width.

The pedestrian areas along the corridor have a variety of pavement types and conditions. No continuous paved pathway network exists until limited segments are found in the Town Core area. In the Town Core area, short disconnected segments of paved pathways exist at individual parcels. Each segment has a different path width and uses different materials. An aggregate based multi-use trail is also present in the Town Core. Much of the pedestrian environment in the Town Core is non-ADA compliant. Site amenities and pedestrian/bicycle environment facilities such as seating, bicycle racks, litter receptacles, way-finding signage, ADA ramps, pedestrian level lighting, designated crosswalks, and public area landscaping are lacking. Local roads do not have a dedicated pedestrian network with users required to share the road or walk within the landscape areas. There are no signalized pedestrian crossings other than the intersection of Cave Creek Road and Carefree Highway.

The Town of Cave Creek has an interest in providing equestrian facilities as an alternative transit mode. Horses are allowed on shared use paths. No public facilities are dedicated to equestrian staging, care, or comfort.

TOWN OF CAREFREE

The current bicycle and pedestrian conditions are diverse within the Town of Carefree. The Town Center has an established pedestrian network that allows for good connectivity to the hub-centric destinations within the Center. Linkages to areas outside of the Center are lacking or poor. Pedestrians do not have a separated network within Carefree and currently share the road shoulder for connectivity along arterial, collector, and local roads except in the Town Center.





There are limited areas outside of the Town Center for pedestrian comfort. Pedestrian level lighting, shade, and site amenities (such as benches) are non-existent outside of the Town Center. Connections to neighborhoods and between destinations often do not have an ADA compliant route. There are no public off-road trails or paths in Carefree. A pedestrian connection between the Town Core of Cave Creek and the Town Center of Carefree does not exist.

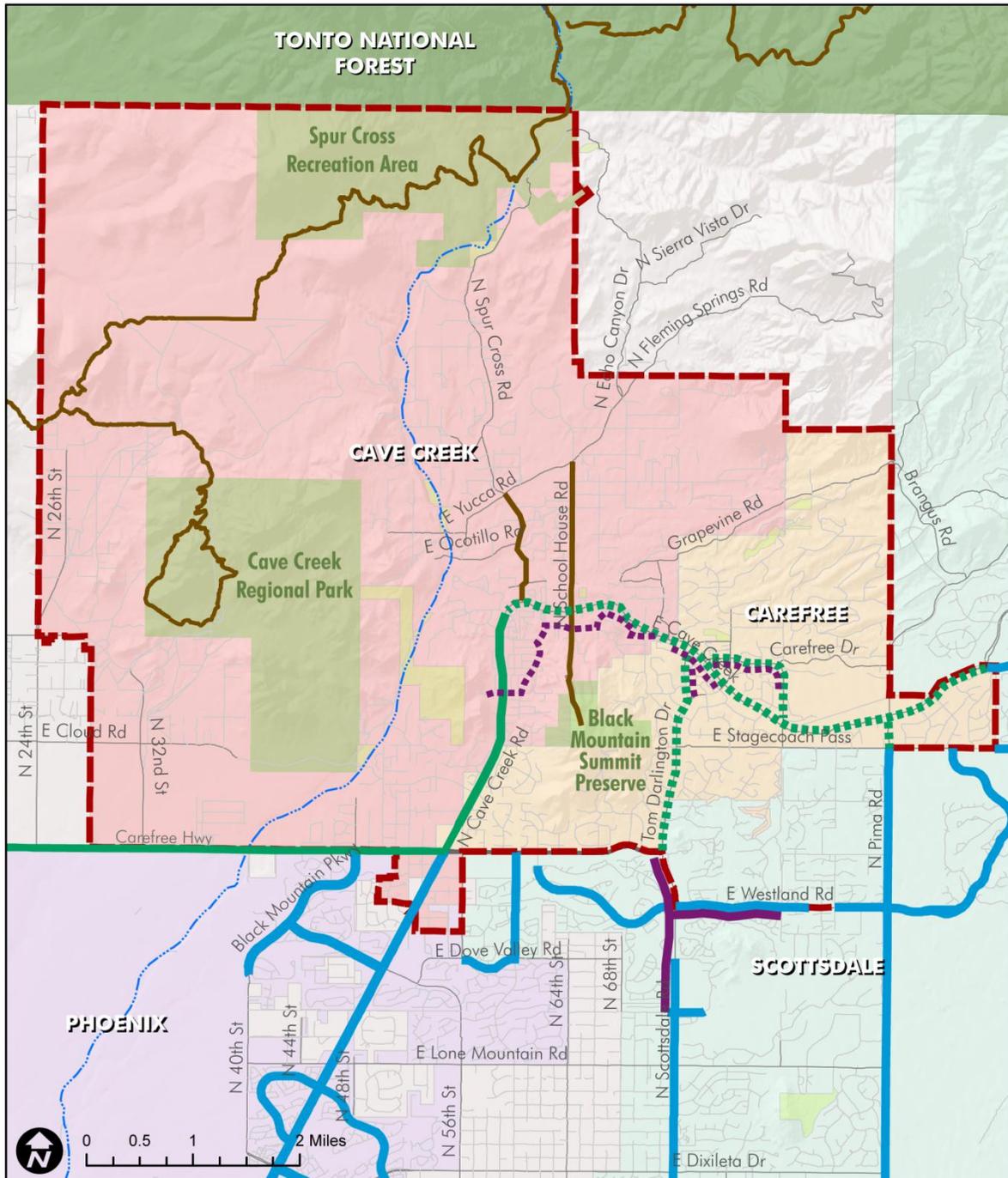
The bicycle network in and out of the Town Center is lacking. No dedicated network exists. Cyclists currently share the road with motorized traffic in Carefree. Carefree has limited paved shoulders for arterial, collector, and local roads. Bicycle parking, storage, staging, and signage is minimal throughout the town. Safe bike corridors that meet AASHTO design guidelines are lacking. With no dedicated bike corridors, the Town does not have measures that create bicycle awareness, nor is there any signage to meet MUTCD guidelines. Connections to open space areas for off-road travel are nonexistent within Carefree.

The Town of Carefree has a priority to preserve the existing Sonoran High Desert environment surrounding the town. The Town does not discourage equestrian amenities or equestrian circulation. Equestrian facilities need to be sensitive to private development and residential adjacency.





Figure 21: Existing/Proposed Bike and Trail Facilities



- Legend**
- Study Area Limits
 - Streets
 - Creek/Wash
- Existing and Proposed Bike and Trail Facilities**
- | | |
|---------------------------------|---------------------------------|
| Existing Bike Lane | Proposed Bike Lane |
| Existing Bike Route | Proposed Bike Route |
| Existing Multi-Use Path - Paved | Proposed Multi-Use Path - Paved |
| Existing Trail - Unpaved | Proposed Trail - Unpaved |

Source: ASLD, Cave Creek, Carefree, Scottsdale, Maricopa County





4. Special Events Traffic and Parking

Cave Creek and Carefree currently have a combined total of over 25 special events calendared throughout the year. While some events are larger than others, all require some level of planning and active measures to control and manage traffic and parking needs. Both Cave Creek and Carefree have hosted special events for some time now and have plans in place for managing the event traffic demands. The following is a general summary of existing planning procedures and current conditions experienced during special events based on information provided by the Town of Cave Creek and Town of Carefree. Additional information regarding special event transportation conditions will be gathered during field investigations at upcoming events in Cave Creek and Carefree.

CAVE CREEK

Special Events: The Town of Cave Creek is the site of at least 15 special events annually. The following is a partial listing of some of the major events that occur throughout the year:

- Cave Creek Balloon Festival - January
- Fiesta Days Rodeo - March
- July 3rd & 4th Fireworks - July
- Running of the Bulls - October
- Taste of Cave Creek - October
- Cave Creek Wicked - October
- Stagecoach Village Fine Art and Wine Festival - November
- Cave Creek Wild West Days - November
- Bike Festival - November
- Christmas Pageant - December

Traffic Access: During special events, most local residents and out of town visitors arrive at the event venues via the following primary and secondary access routes:

- Cave Creek Road from the east and southwest
- Carefree Highway
- Scottsdale Road-Tom Darlington Drive
- Spur Crossroad
- School House Road

Highway signs are posted along Cave Creek Road at the entrance points to the Town Core indicating "Special Event Ahead". Since Cave Creek Road is the primary access road for non-event traffic as well as event traffic, the added burden of event traffic causes traffic congestion that impacts the ability for local residents and through traffic to circulate through the activity area. During events, the heaviest traffic flows occur during the middle part of the day (i.e. 10 a.m. to 3 p.m.). Event traffic is comprised mostly of autos and trucks for events on weekdays and with a higher proportion of motorcycles on the weekend.

Intersections that experience the most traffic congestion include Cave Creek Road/School House Road and Cave Creek Road/Carefree Highway. There are few options available for the routing of emergency vehicles if major accidents occur along Cave Creek Road during an event. As shown on *Figure 22*, the Town's Circulation Plan designates Hidden Valley Drive as the emergency by-pass route for blockages





occurring on the north-south portion of Cave Creek Road. Sunset Trail-Basin Drive is also available for use as an emergency by-pass. According to the Town’s Circulation Plan Skyline Drive and Military Road are designated as the emergency by-pass route for blockages occurring on the east-west portion of Cave Creek Road. This emergency by-pass routing cannot be used today however since a portion of Military Road is privately owned. As an alternative, Grapevine Road is currently used as an emergency by-pass for blockages occurring on the east-west portion of Cave Creek Road.

The Town of Cave Creek requires that event coordinators submit traffic control plans to the Town Marshal for review and approval and all traffic control must be coordinated with the Marshal. Traffic control measures for the events typically include a combination of traffic barricades; manual traffic control provided by additional police officers; and manual pedestrian control of pedestrians at the busiest intersections provided by police officers and/or hired posse members.

Typical traffic control measures during a parade-type event includes the closure of the south half of Cave Creek Road and one lane of traffic is open in each direction on the north half of the road. The south half of the road is used for the parade and spectators.

Parking: At this time, there are no public parking facilities owned and operated by the Town of Cave Creek other than the Town Hall Parking Lot located on the west side of Cave Creek Road between Hohokam Place and Paseo Dulce-Skyline Drive. Special event parking is exclusively provided on nearby private property. A privately owned property located in the center of the Town Core known as the “Bob Kite” property is often used for event parking, see *Figure 22*. The graded portion of this 21-acre property



is approximately 10 acres in size and is located on the west side of School House Road approximately 500 feet north of Cave Creek Road. This property consists of a large graded dirt area that can accommodate between 1,000 and 1,500 parked vehicles. In some cases, for larger events, parking attendants are used to manage how vehicles are parked on the property.

Event parking is also supplemented by other nearby commercial properties. Event attendees often park on the shoulders along Cave Creek Road. This parking has an impact on traffic circulation and often impacts access to local businesses.

Figure 22 also displays several potential public parking lot leasing/acquisition sites as identified on the Implementation Projects Map of the recently adopted 2012 Town Core Plan.

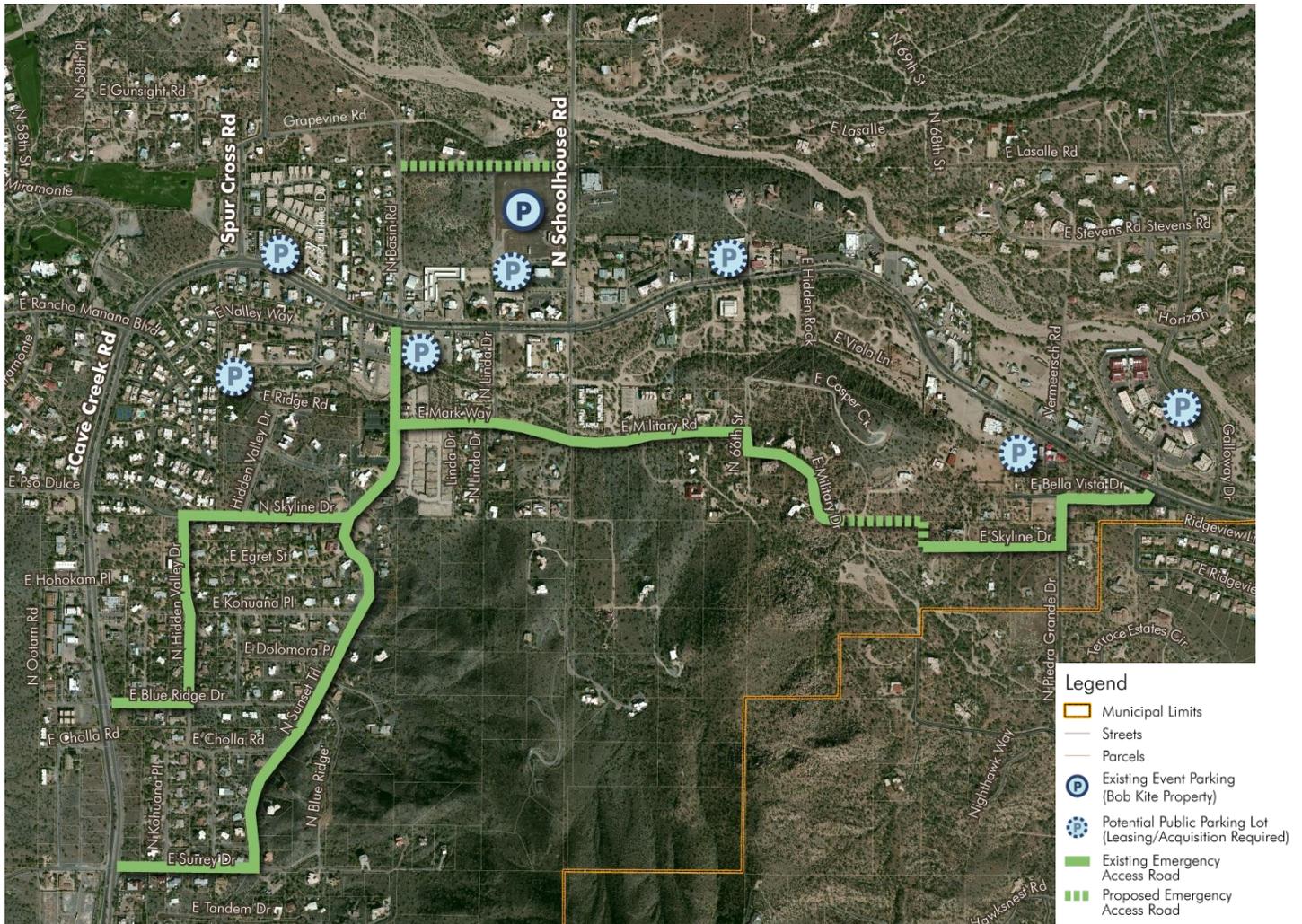
Pedestrian Access: Since most events occur along Cave Creek Road or on private properties adjacent to Cave Creek Road, the highest pedestrian activity occurs along both sides of the street and generally between Spur Cross Road and Galloway Drive. There are currently very limited pedestrian facilities along Cave Creek Road so during events pedestrians walk along the shoulders of the road.





Shuttle Bus Service: For many of the larger Town-sponsored and non-profit events, the Town makes arrangements with the Cave Creek Unified School District to provide shuttle bus service for the events. In these cases, the free shuttle bus service operates between the Bob Kite property parking area and the event location.

Figure 22: Cave Creek Event Condition Analysis





CAREFREE

Special Events: The Town of Carefree hosts at least 15 special events annually and most are held within the Town Center, see **Figure 23**. The following is a partial listing of some of the major events that occur throughout the year:

- Carefree Indian Market & Cultural Festival – January
- Carefree festival of Fine Chocolate & Art – February
- Carefree Thunderbird Fine Art & Wine Festival – February
- Annual Sonoran Arts League Festival of Fine Art – March
- Oktoberfest – October
- Carefree Thunderbird Fine Art & Wine Festival – November
- Carefree Christmas Festival – December

Traffic Access: During special events, most local residents and out of town visitors arrive at the event site within the Town Center via the following primary and secondary access routes:

- Cave Creek Road from the west and east
- Scottsdale Road - Tom Darlington Drive
- Carefree Highway
- Carefree Drive north of Cave Creek Road
- Sunshine Way
- Elbow Bend
- Bloody Basin
- Sidewinder
- Nonchalant Avenue
- Mule Train Road

Event signing is typically placed along the shoulders of the primary access roads at ½-mile spacing at the entries to the Town Center. Additional sandwich board type signing is usually provided throughout the Town Center area to identify general public parking, accessible parking, and reserved vendor parking.

Since Cave Creek Road and Tom Darlington Drive are the primary access roads for non-event traffic as well as event traffic in Carefree, the added burden of event traffic causes traffic congestion that impacts the ability for local residents and through traffic to circulate through the activity area. During events, the heaviest traffic flows typically occur at the beginning of the event and then during the middle part of the day. Weekend events tend to draw the highest number of attendees. Event traffic is comprised mostly of autos, pick-up trucks, Sports Utility Vehicles and trucks with boat trailers, and motorcycles.

Intersections that experience the most traffic congestion include Cave Creek Road/Tom Darlington Drive, Carefree Highway/Tom Darlington Drive and Cave Creek Road/Carefree Highway. When events are held in the Town Center, some of the local service oriented businesses have indicated that their patrons experience access problems due to the congestion caused by event traffic. Local residents and business owners have also expressed some difficulty in accessing the Post Office during events.





To date there have not been any significant accidents that have occurred during the events. The layout of event access held in the Town Center is designed in a manner that allows emergency vehicles to access the special event site from various points. The Maricopa County Sheriff's Office (MCSO) is contracted by the Town of Carefree to manage public safety for the Town including when special events are underway.

The Town of Carefree requires that event coordinators submit traffic control plans whenever the event requires the closure of a road. For major events, informal traffic control and public safety plans are required. Traffic control measures for the events typically include a combination of traffic barricades; manual traffic control provided by additional police officers; and manual control of pedestrians at the busiest intersections.

Typical traffic control measures during parade-type events in the Town Center include the closure of all streets at the exterior of the Town Center loop road as well as Sunshine Way, Elbow Bend Road and Bloody Basin Road both immediately south of Cave Creek and immediately south of Nonchalant. This effectively protects and isolates the parade route along Nonchalant, the loop road and along Sunshine Way.

Parking: The supply of parking in the Town Center area is comprised of a total of approximately 1,350 parking spaces and is generally identified in *Figure 23*. Public parking consists of approximately 300 parking spaces and approximately 1,050 private parking spaces. At full development of the Town Center it is estimated that the total parking will increase to approximately 2,000 spaces. The parking supply includes required ADA accessible spaces and during events additional ADA spaces are provided.

When smaller events are held in the Town Center, vendors usually park in the parking lot at 8 Sundial Circle behind Town Hall and/or on south Easy Street away from the event site. During larger events, the larger event vehicles park on the vacant lot just south of Easy Street.

During events, attendees park in nearby public parking spaces mostly located along Easy Street, Ho Road, Hum Road, Sunshine Way, and Sundial Circle. Attendees also park in private parking lots that don't restrict parking such as the Basha's Shopping Center. Event parking also occurs along the shoulders of Tom Darlington Drive (mostly between Cave Creek Road and Bloody Basin Road) and along Cave Creek Road (mostly between Scopa Trail and Bloody Basin Road).

Since most parking is located along area roadways, parking attendants are not generally used. For larger events, parking control is sometimes needed and this effort is then undertaken by either the MCSO or event operator private security staff.

When events are held in the Town Center, some of the local businesses have indicated that their local patrons cannot find parking spaces due to the increased parking demand caused by the event. Local residents and business owners have also expressed some difficulty in finding parking near the Post Office during events. The impact on parking for local patrons is most significant during the larger annual events such as the Thunderbird Arts Festival and the Christmas Festival.

The increased parking demand during larger events also causes congestion along Tom Darlington Drive and Cave Creek Road where a large number of parking maneuvers occur along the roadway shoulders. Also, the lack of marked parking along these roadways results in less efficient parking since some cars park parallel to the road (instead of at an angle) and use more of the available space.

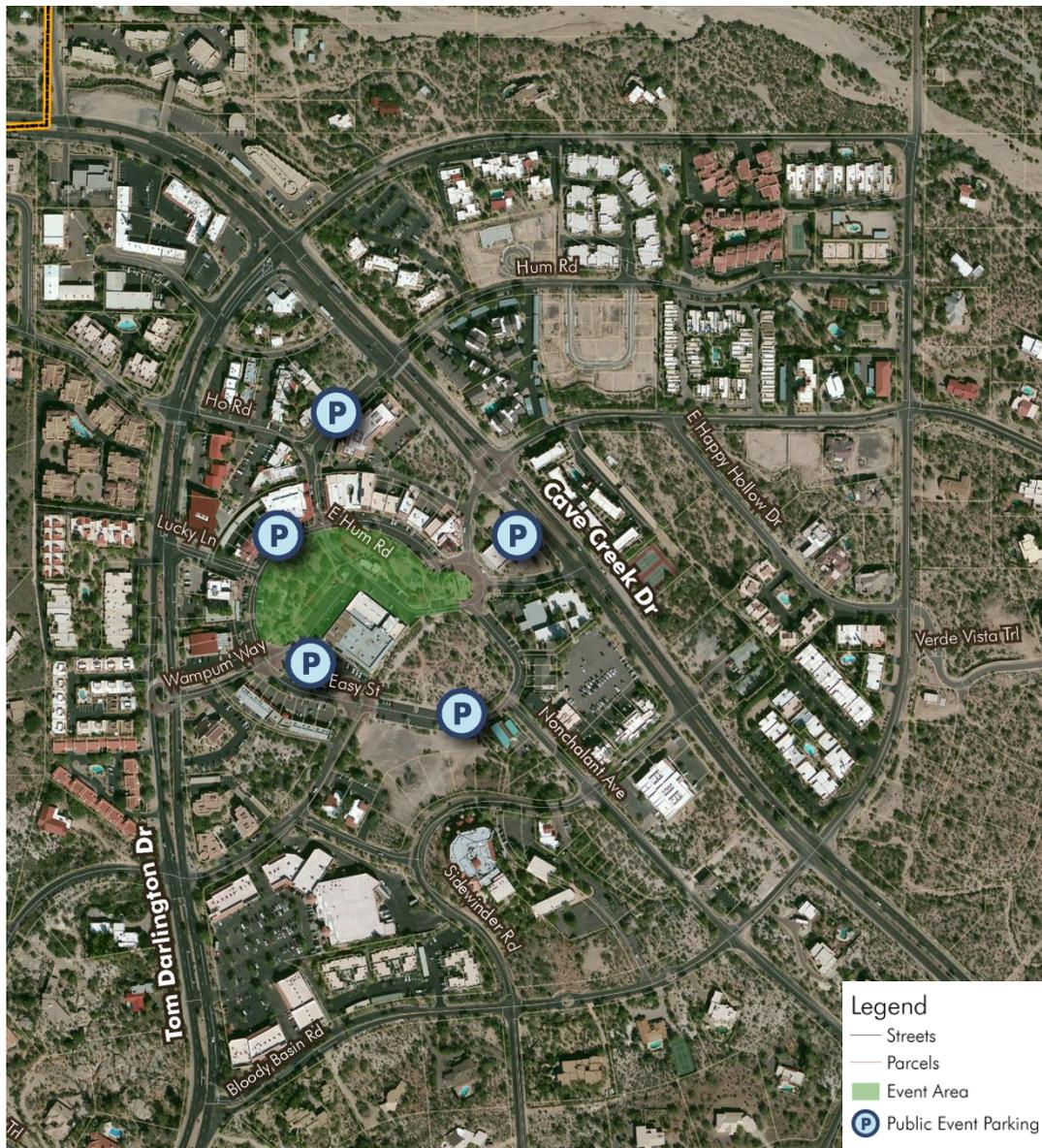




Pedestrian Access: The Carefree Town Center provides some sidewalk facilities and these are heavily used during events. Where sidewalks are not provided in the Town Center, event goers will walk in the street between the parked vehicles and the moving traffic. While not ideal, traffic in this area during events is moving at very slow speed and typically does not represent a serious safety concern.

A greater concern for pedestrian safety occurs along Tom Darlington Drive and Cave Creek Road. Since there are currently very limited pedestrian facilities along these roads event attendees walk along the shoulders of the road to and from the Town Center. The combination of occasional fast moving traffic and parking maneuvers creates an unfriendly and potentially dangerous environment for pedestrians. Another principal concern is the lack of adequate numbers of well-marked and visible pedestrian crossings on Cave Creek Road and Tom Darlington Drive.

Figure 23: Carefree Event Condition Analysis



Legend

- Streets
- Parcels
- Event Area
- Ⓟ Public Event Parking





B. Future Transportation Conditions

1. Planned/Programmed Roadway System Improvements

The Town of Carefree Transportation Plan, MAG Regional Transportation Plan, the Carefree Highway Access Management and Corridor Improvement Study, and the Maricopa County Transportation System Plan have identified improvements to several of the major roadway facilities within the study area:

- Carefree Highway – widen to three lanes in each direction west of Cave Creek Road and two lanes in each direction east of Cave Creek Road; install new traffic signal at 32nd Street intersection; install dual left-turn lanes at the Cave Creek Road intersection.
- Cave Creek Road – widen to three lanes in each direction south of Carefree Highway; narrow to one lane in each direction from Tom Darlington Drive to Pima Road.
- Tom Darlington Drive – narrow to one lane in each direction between Cave Creek Road and Stagecoach Pass.
- Pima Road – widen to two lanes in each direction south of Cave Creek Road; install new traffic signal at Stagecoach Pass.
- Spur Cross Road – widen to two lanes in each direction between Cave Creek Road and Fleming Springs Road.
- \$300,000 is programmed in Cave Creek for FY 2014 for an ADOT/MAG Bicycle Lane Project.

KEY FINDINGS

- The number of future lanes recommended within some existing planning documents for several key roadways within the study area is not consistent with the number of lanes identified within the MAG Travel Demand Model.
- The number of lanes was increased, from 2013 levels, on three roadways within the study area.
- An analysis of future traffic projections showed that even with the addition of lanes on key roadways, large portions of the study area will function at a LOS of D or below.
- Both communities have expressed that the future development of on- and off-road primary, bypass and loop bicycle connections as well as safe and controlled pedestrian road crossings are the most important need.

2. Future Traffic Conditions

Characteristics of the future transportation network were developed after reviewing relevant plans and studies described in the section of this report titled *Summary of Existing Plans and Studies*. Travel demand forecasts were obtained from MAG for the year 2035. The 2035 daily traffic volumes developed from the MAG 2035 travel demand model are shown graphically in *Figure 25*.

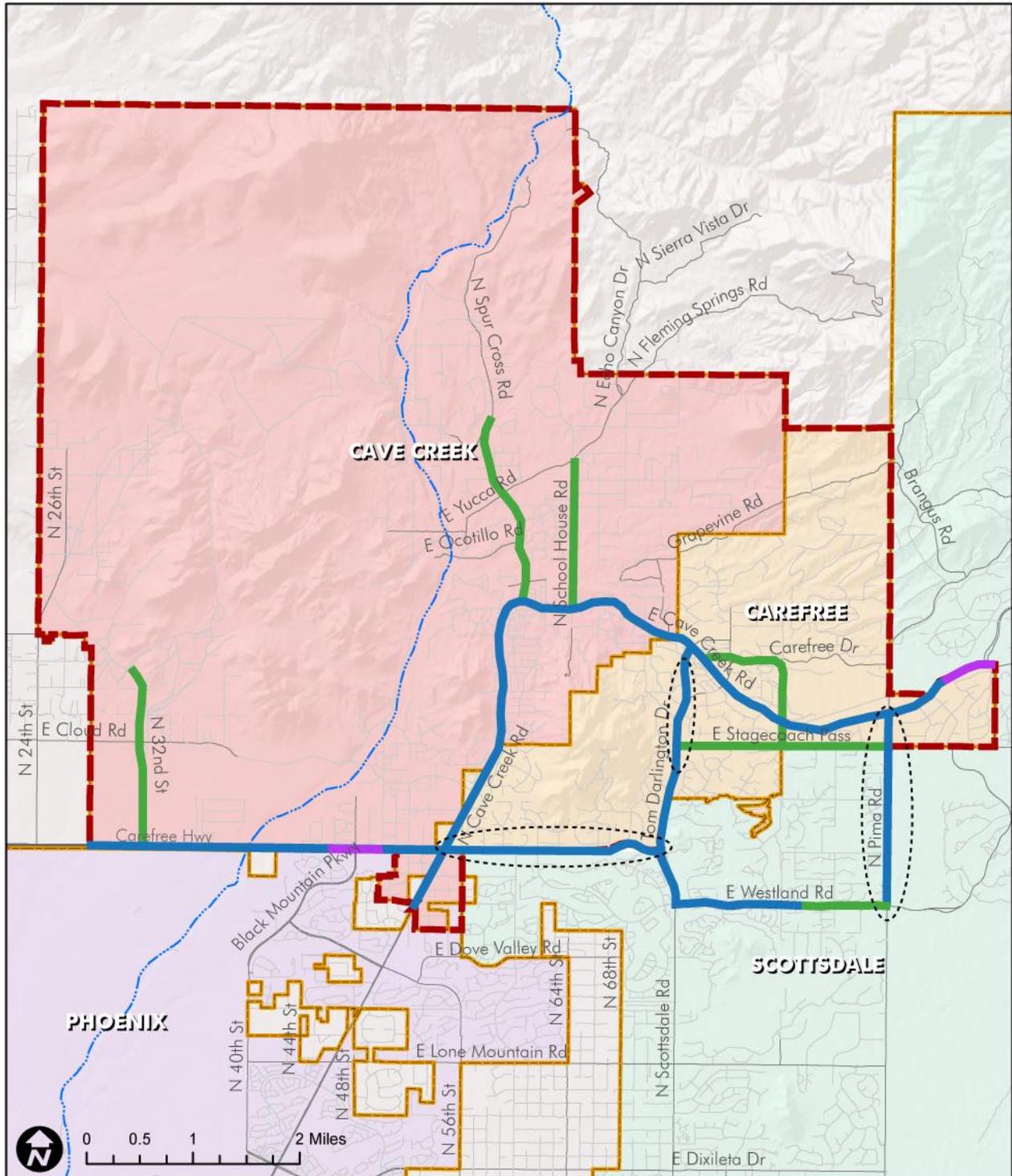
The 2035 average daily traffic level of service was determined using the same methodologies as discussed in the section of this report titled *Existing 2013 Level-of-Service*. The number of lanes depicted in the MAG models (Figure 24) were used to determine the LOS. MAG indicated a two lane section for the majority of the study area roadways in 2035 with the exception of Cave Creek Road, Pima Road and Carefree Highway which are four or five lane facilities.

The 2035 average daily traffic LOS within the study area are shown in *Figure 25*.





Figure 24: 2035 Number of Lanes



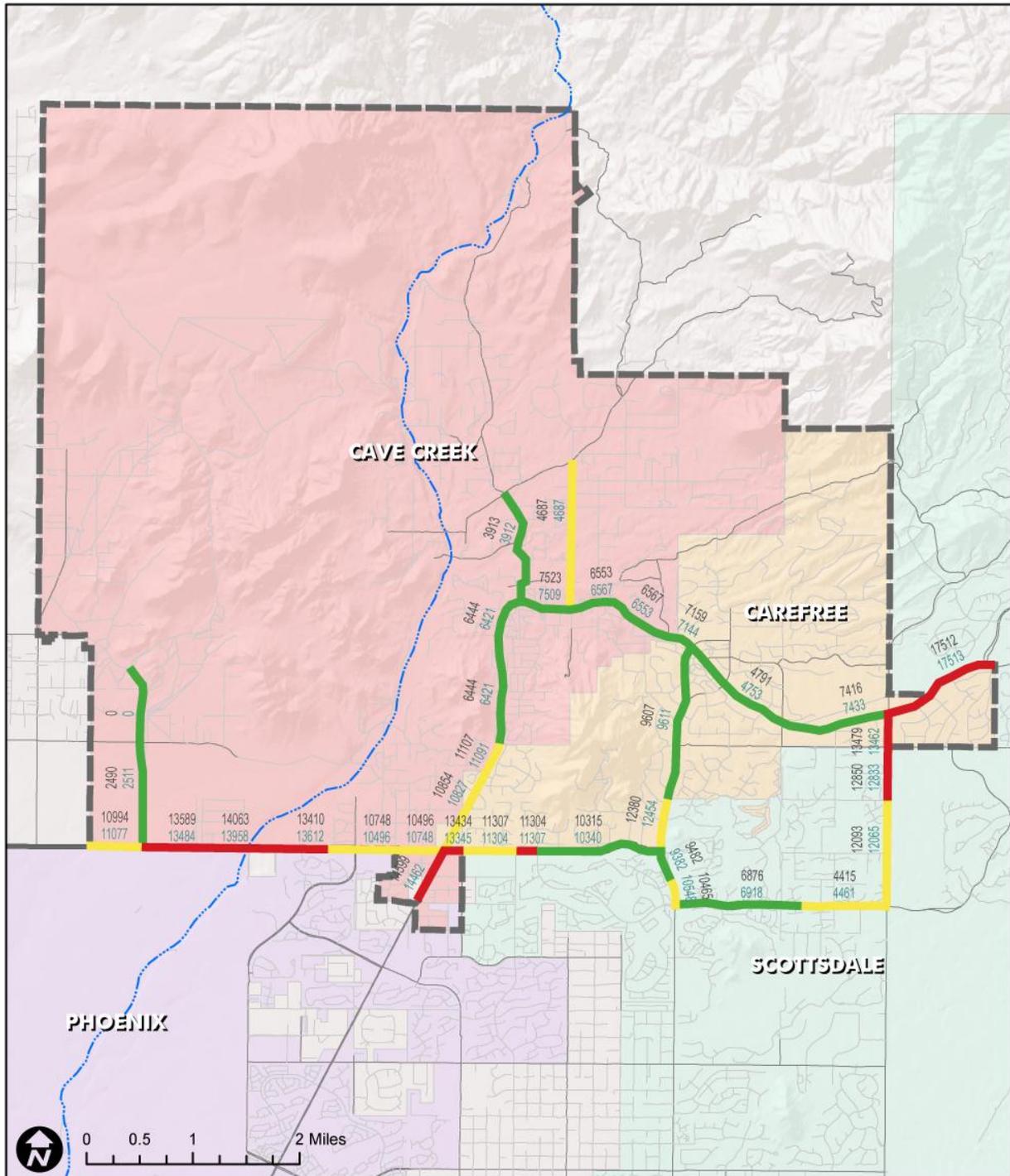
- Legend**
- Study Area Limits
 - Municipal Limits
 - Streets
 - River/Creek
 - 5 Lanes (3 in one direction, 2 in one direction)
 - 4 Lanes (2 in each direction)
 - 2 Lanes (1 in each direction)
 - Number of lanes increased from 2013

Source: ASLD, MAG, Baker





Figure 25: 2035 Daily Traffic Volumes and LOS



Legend

- Study Area Limits
- Municipal Limits
- Streets
- River/Creek

Traffic Volumes

- XX Average Daily Traffic Volumes (AB)
- XX Average Daily Traffic Volumes (BA)

Level of Service

- LOS C
- LOS D
- LOS E/F

Source: ASLD, MAG, Baker





3. Future Public Transportation

As stated in the section titled Section A.2 – Transit, the Towns of Cave Creek and Carefree conducted a survey to determine the preferences of their citizens for public transportation. Based on the overall favorable support, the key recommendation that resulted from this survey suggested that both Towns continue to investigate public transportation alternatives for their citizens. Some of the various public transportation alternatives that are discussed within existing community based planning documents include:

- Investigate opportunities offered by existing national organizations
- Continue to work with the Foothills Caring Corps
- Explore the use of smaller circulator routes, like the Scottsdale trolley
- Consider the implementation of paratransit services
- Develop a park-n-ride facility
- Coordinate the extension of existing traditional fixed bus routes

This framework study will consider the independent needs of these various public transportation alternatives and present potential recommendations during the development of framework alternatives. However, a separate more comprehensive public transportation analysis, outside of the focus of this framework study, will ultimately need to be completed to analyze the feasibility of these various alternatives.

4. Bicycle/Pedestrian

The future bicycle and pedestrian transportation conditions for the project area seek to provide a safe and vibrant infrastructure environment for its users. Each community would also like to provide a cycling environment that promotes “Bike-economics”, where cycling contributes to the local economy by increasing tax dollars through attracting special bike related events and out of community recreational users.

To accomplish this, both communities desire the ability to expand their existing bicycle and pedestrian network through the development of on and off-road primary, bypass and loop connections between each community. A major goal is to provide a premium on-road bike link between each Town Center as well as a loop around Black Mountain. Bicycle connections to existing City of Phoenix and City of Scottsdale networks have also been identified as a project goal.

From a pedestrian standpoint, safe and controlled road crossings have been identified as the most important need. Both communities also desire to provide ADA compliant connections to residential areas and within commercial cores. The character of the pedestrian environment needs to be context sensitive to the natural surrounding environment of the region while also maintaining the independent identity of each community. This includes the development of the way-finding, signage, and branding for each community. A visual identity for Cave Creek and for Carefree needs to be considered for the future development of bicycle and pedestrian facilities. Pedestrian comfort is a requirement and strong consideration of mini-parks and oasis nodes should be provided. The overall pedestrian environment should include sensitivity to minimizing the local urban heat island for each community.





TOWN OF CAVE CREEK

The Town of Cave Creek developed a Bicycle and Pedestrian Study with MAG in 2011. *Figure 26* shows the preferred concept from that study, which identifies a future vision for the bicycle environment along Cave Creek Road. The bicycle environment consists of a 5 ft wide bike on-road lane along roads with 30 mph or less posted speeds and 6 ft wide when speeds are posted greater than 30 mph. Bike amenities and staging areas are also proposed at strategic areas along arterial corridors. Select conditions are proposed to have a wide “awareness” pavement stripe to provide separation and visual queue to motorists. High performance rubberized asphalt for bike lanes are encouraged on arterial roads. Bicycle way-finding elements such as imbedded pavement markings, roadside cairn milestones, and colorized pavement treatments are proposed. Future projects will also improve the quality of cycling routes and facilities in the area and extend the regional bike network. It will also address the disconnect that exists today in destination and service routes. Some of the current cycling concerns include visibility, awareness, traffic density, lack of network, bike theft, unclear signage and markings, disregard for cyclists, careless drivers, general safety, and road conditions. Improvements in safety-related infrastructure such as more bike lanes, paths and safer road conditions hold the greatest potential to move people from recreational cycling to cycling as their primary mode of transportation.

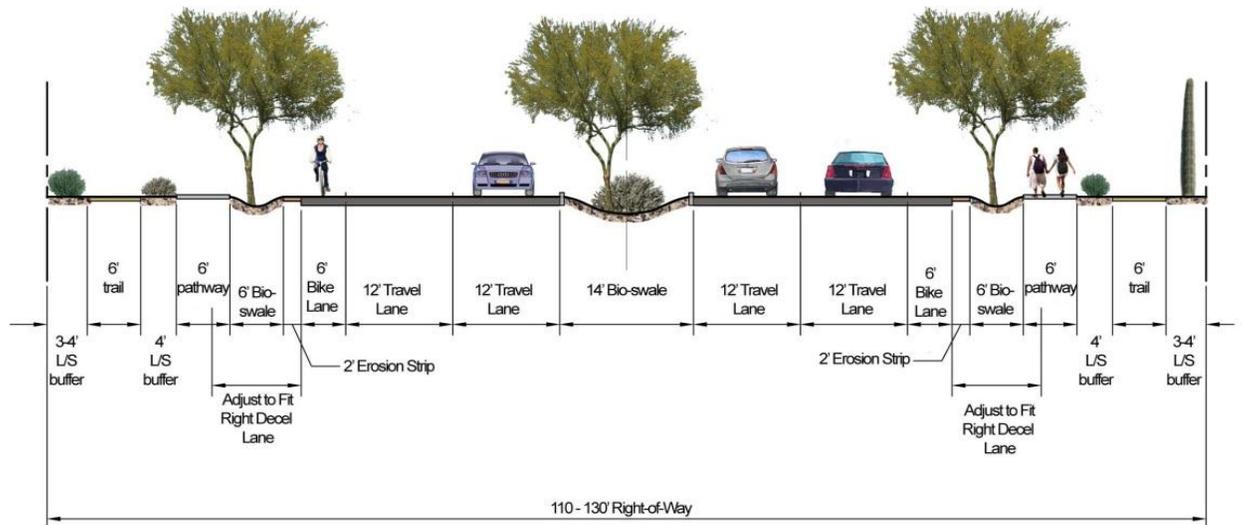
Off-road shared use path connectors are also proposed for cycle use. In areas of available right-of-way, a paved ADA compliant path with a landscape buffer separation from the roadway is envisioned. A parallel shared-use path of inert material is also proposed. This second off-road pathway will allow equestrian users and mountain bikers a dedicated route. The materials selected for these areas will be context sensitive to the native surroundings and blend with the natural environment.

The pedestrian linkages proposed for the future conditions will vary with available right-of-way and adjacent land use conditions. The pedestrian environment will meet the design criteria as established in the Town of Cave Creek design standards. This environment shall also comply with current MAG publications that relate to pedestrian design facilities. The MAG Pedestrian Policies and Design Guidelines Update (2005) and MAG Complete Street Guide (2011) will be employed as design criteria for the pedestrian environment. The pedestrian areas for the Town Core will also preserve the culture and character of the existing Cave Creek experience. The rural, eclectic, and western flavor of the Town Core will be enhanced to promote a more uniform brand, provide improved circulation in the core, and establish destination nodes along the length of the Town Core Spine. Walk-ability will be a priority and special attention will be given to the comfort and aesthetics of the pedestrian environment. Seating, shade, pedestrian level lighting, site amenities, safe roadway crossing conditions, and way-finding elements are key features to be included in the pedestrian environment. The pedestrian programming of the corridor will improve by providing the linkages that are missing today. Giving a short trip alternative to driving will greatly reduce localized traffic and improve air-quality. Establishing a safe and comfortable pedestrian environment along the corridor will encourage more uses for recreation and develop better walk-ability within the community.





Figure 26: Typical Cave Creek Road Cross-Section



TOWN OF CAREFREE

The future multi-modal environment within Carefree is envisioned to provide a safe option of circulation between local destinations and the surrounding residential communities. Carefree is in support of a vision similar to the Cave Creek future bicycle conditions, but prefers a 5 ft bike lane for all situations. The development of a bicycle friendly roadway network and improved bike facilities are part of that vision. Connecting to regional linkages and adjacent community bike networks are a primary goal for Carefree. Planning for an off-road bicycle network of trails and pathways is supported.



The future pedestrian environment in Carefree is proposed to expand the existing pedestrian friendly design of the Town Center to the roadways and other destinations within the community. A strong pedestrian linkage to the Town Core of the Town of Cave Creek will be part of the future pedestrian goals. The connection to each Town destination will need to include shade and node placement for a walk-able pedestrian environment. The development of the pedestrian environment will follow many of the same design criteria as that of Cave Creek, but with a distinct brand that reflects the community culture of Carefree. A non-urbanized character that is complimentary of the rural desert surroundings is what the Town envisions. The future pedestrian roadway environment in Carefree will allow for safe road crossings and pedestrian travel during special events when parking on the road shoulder or parking in future on-street configurations occur. The Town seeks to establish a Complete Streets profile for its arterial corridors. The Complete Streets concept provides safe travel modes for pedestrians, cyclists, motorists, and alternate transit users for all age group and abilities. Complete Streets includes landscape character, pedestrian and bicycle comfort, aesthetics, utility placement, way-finding elements, signage, and safety as part of the design strategy. Carefree would also like to include a strong sense of arrival into the Town Center at the various entry points. The sense of entry may include arrival monumentation, way-finding features, roadway modifications, a gateway, or other solutions to accomplish this. This entry / arrival feature will need to reflect the identity and character culture of Carefree.





VII. APPENDIX





A. Cave Creek Drainage Master Plan



Cave Creek Flooding & Existing Drainage Problems with Photos



0 0.5 1 1.5 2 Miles

Legend

- Erosion Problems
- Access Problems
- Wash Obstructions
- Floodway Encroachments
- Sediments Problems
- Damaged Storm Drains
- Photographic Reference
- Streets
- CC DMP Boundary
- FEMA Zone X
- FEMA Zone AE
- FEMA Zone A
- FEMA Zone AO
- FEMA Floodway



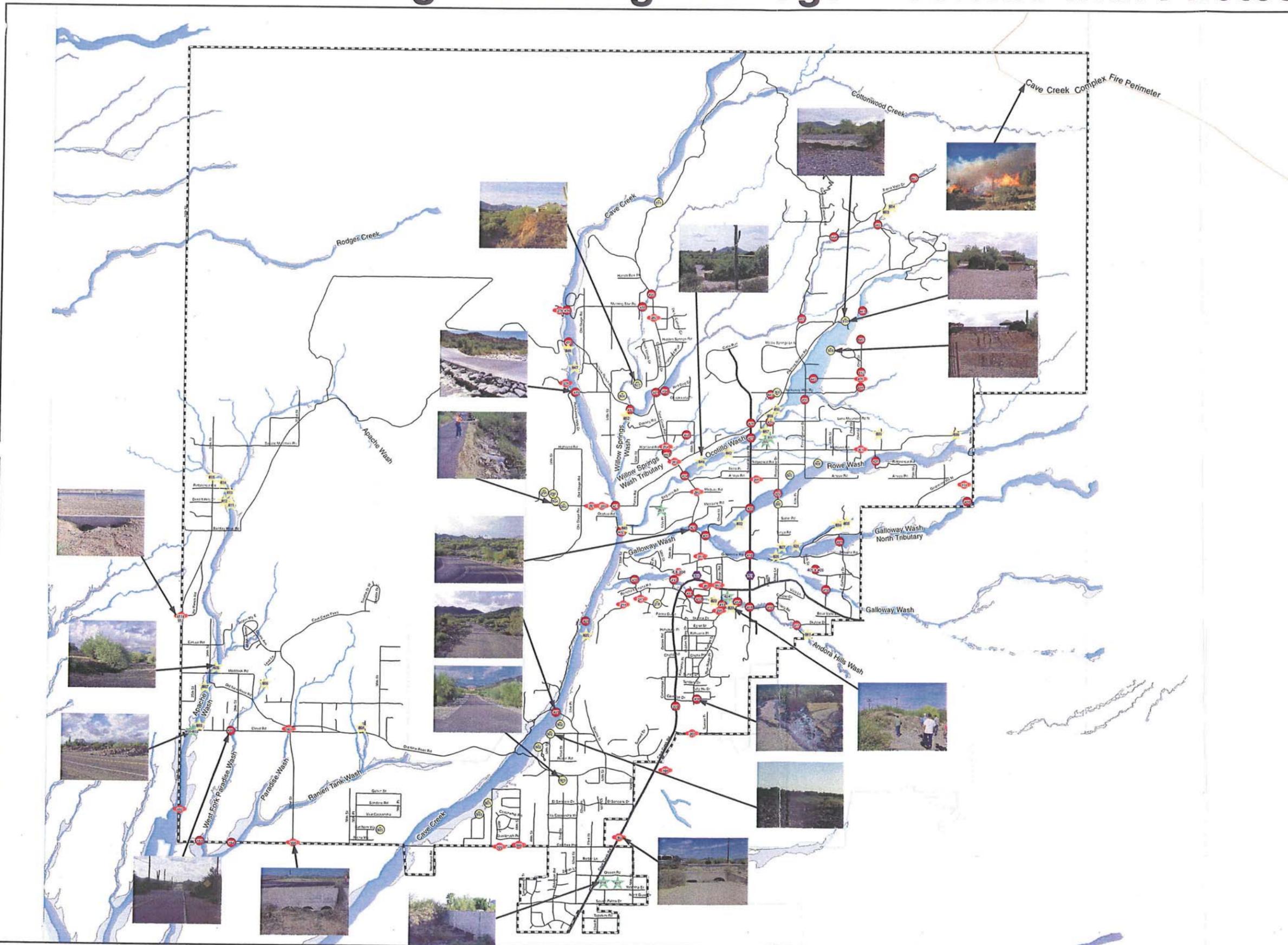
SETTLED 1870 • INCORPORATED 1986



ONE COMPANY | Many Solutions™

Figure 1

C:\GIS\DATA\200..._CaveCreek_DMP\area_663\mxd\Drainage_Prob_B.C. 11/17/11 11:13:06



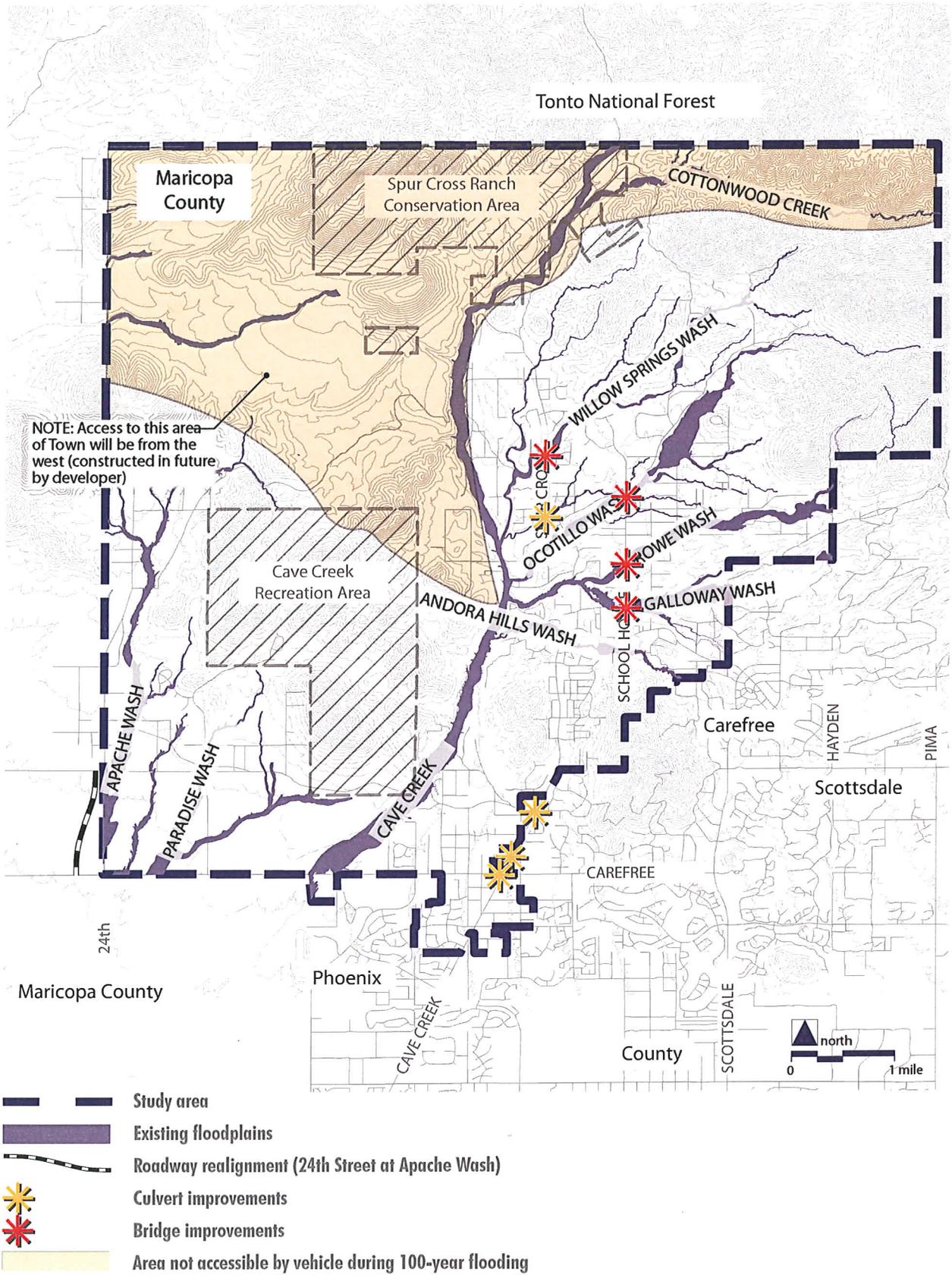


Figure 10b. All-weather access locations — post-Drainage Master Plan improvements



B. Carefree Drainage Master Plan

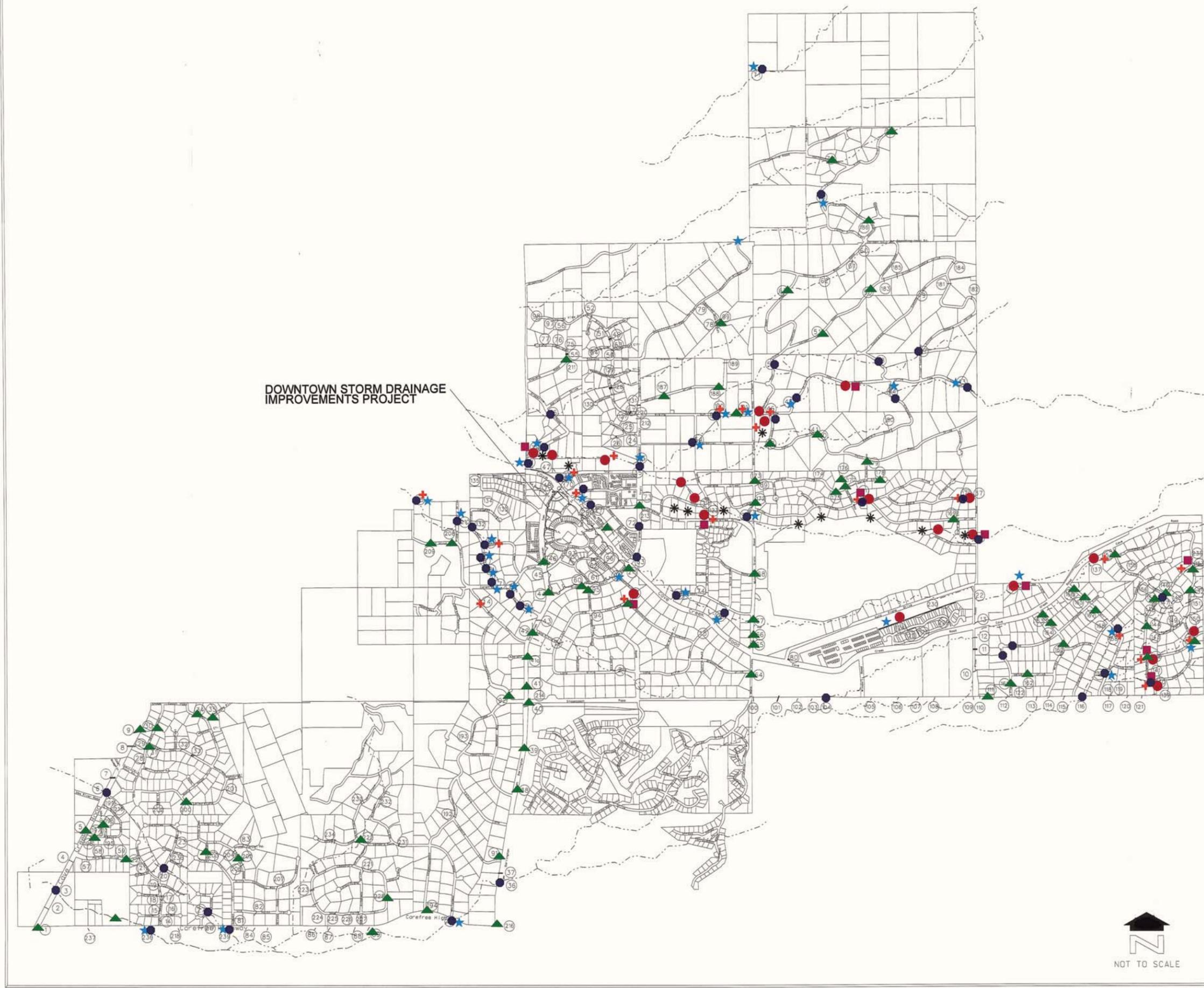


LEGEND

- ★ RECENT FLOODING REPORTED
- + SEDIMENTATION
- EROSION
- DAMAGED FACILITY
- ▲ FLOW OVER ROAD (PASSABLE, >15 cfs)
- * EROSION SETBACK ENCROACHMENTS
- IMPASSABLE DURING 100-YR EVENT (>1' DEPTH OR $D \times V > 10$)

NOTES

DOWNTOWN STORM DRAINAGE IMPROVEMENTS PROJECT



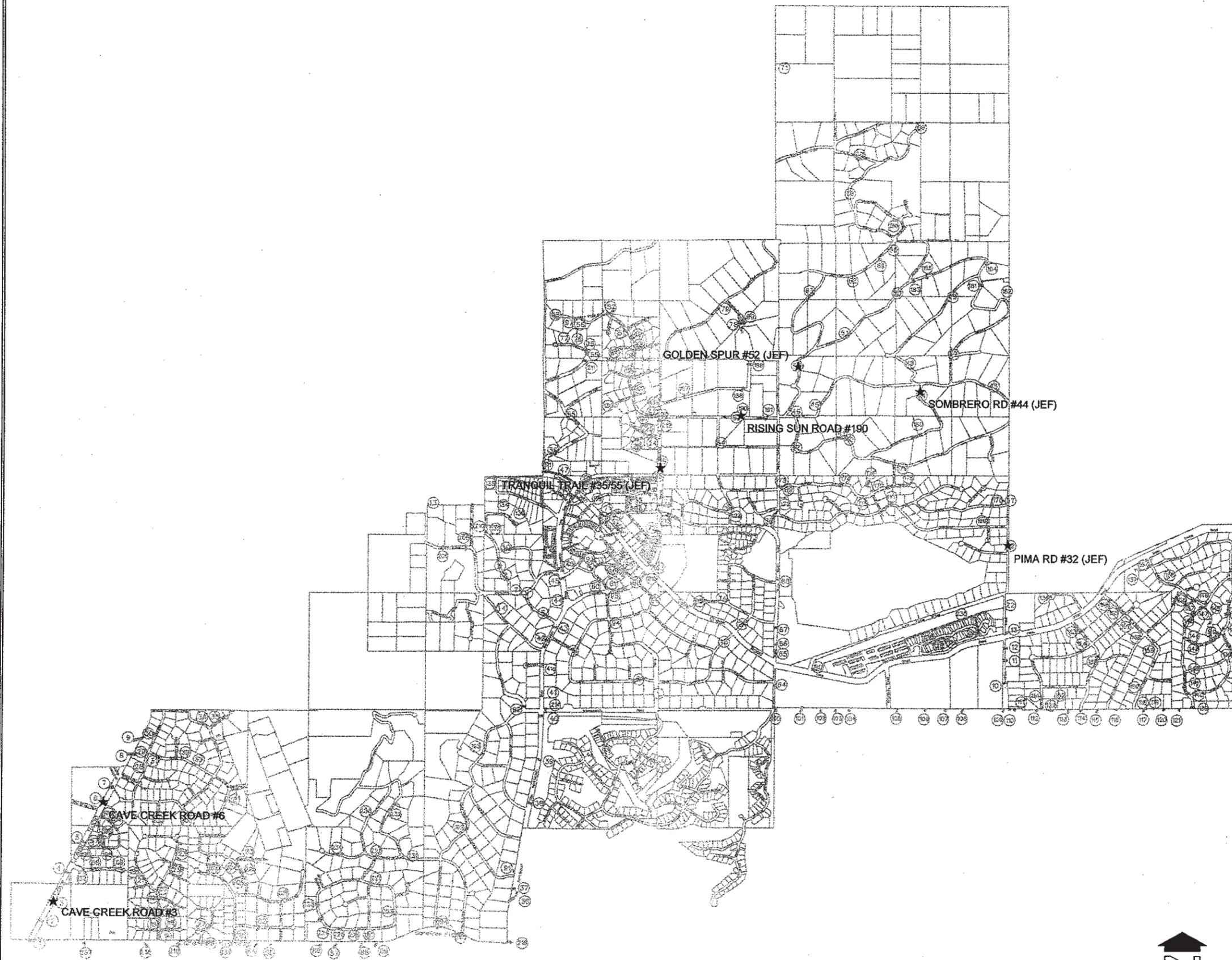
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY



FIGURE 3
IDENTIFIED PROBLEM AREAS
CAREFREE DRAINAGE MASTER PLAN
F.C.D. CONTRACT NO. 2000C037



prelim design sites 10-APR-2003



LEGEND

★ ADVANCED STUDY SITES

NOTES

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY



CH2MHILL

FIGURE 13
 PRELIMINARY DESIGN SITES
 CAREFREE DRAINAGE MASTER PLAN
 F.C.D. CONTRACT NO. 2000C037



NOT TO SCALE



C. 2013 Weekend ADT Volumes



Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301845
 Route: CAVE CREEK RD
 Location: N of STAGE COACH PASS

Site Ref: 1
 Direction: NB
 Latitude: 33.81479
 Longitude: -111.95424

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 0:00	13	2	3	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:15	12	0	6	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:30	2	0	2	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:45	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:15	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:30	5	1	3	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:45	7	1	3	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:00	7	1	3	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:15	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:30	7	0	3	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:45	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:00	4	0	1	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:15	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	100.0%	0.0%
6/22/2013 4:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:30	8	0	2	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:45	11	0	3	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:00	18	0	5	12	0	0	0	0	1	0	0	0	0	0	0.0%	5.6%
6/22/2013 5:15	19	0	4	15	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:30	26	0	8	16	0	0	0	0	0	0	0	0	0	0	7.7%	0.0%
6/22/2013 5:45	34	0	5	27	0	0	0	0	0	0	0	0	0	0	5.9%	0.0%
6/22/2013 6:00	33	0	10	22	0	0	0	0	0	0	0	0	0	0	0.0%	3.0%
6/22/2013 6:15	34	2	8	23	0	1	1	0	0	0	0	0	0	0	5.9%	2.9%
6/22/2013 6:30	43	2	8	30	0	2	0	1	0	0	0	0	0	0	4.4%	0.0%
6/22/2013 6:45	68	1	26	38	0	2	0	1	0	0	0	0	0	0	4.4%	1.5%
6/22/2013 7:00	48	2	17	26	0	0	0	0	1	0	0	0	0	0	4.2%	2.1%
6/22/2013 7:15	68	1	15	48	1	2	0	0	0	0	0	0	0	0	5.3%	1.8%
6/22/2013 7:30	57	0	18	35	0	3	0	1	0	0	0	0	0	0	4.6%	0.0%
6/22/2013 7:45	87	5	31	47	0	1	2	1	0	0	0	0	0	0	4.0%	1.3%
6/22/2013 8:00	75	2	18	51	1	1	1	0	1	0	0	0	0	0	2.3%	2.3%
6/22/2013 8:15	88	0	28	56	0	2	0	0	2	0	0	0	0	0	1.2%	1.2%
6/22/2013 8:30	82	1	23	56	0	1	0	0	1	0	0	0	0	0	4.1%	2.1%
6/22/2013 8:45	97	1	28	56	0	4	0	0	2	0	0	0	0	0	3.3%	2.2%
6/22/2013 9:00	92	3	26	58	0	3	0	0	2	0	0	0	0	0	5.0%	5.0%
6/22/2013 9:15	80	1	16	55	1	2	1	0	2	1	1	0	0	0	6.7%	0.8%
6/22/2013 9:30	119	1	32	77	0	6	1	1	1	0	0	0	0	0	3.9%	2.9%
6/22/2013 9:45	102	2	26	67	1	2	1	0	3	0	0	0	0	0	1.1%	1.1%
6/22/2013 10:00	94	0	31	61	0	1	0	0	1	0	0	0	0	0	3.2%	2.2%
6/22/2013 10:15	93	0	26	62	1	2	0	0	2	0	0	0	0	0	2.1%	0.0%
6/22/2013 10:30	97	1	35	59	0	2	0	0	0	0	0	0	0	0	4.0%	0.0%
6/22/2013 10:45	99	1	25	69	0	1	1	1	0	0	0	0	0	0	3.2%	2.1%
6/22/2013 11:00	94	1	22	66	0	3	0	0	1	0	0	1	0	0	2.7%	0.9%
6/22/2013 11:15	113	3	35	71	0	2	0	1	1	0	0	0	0	0	1.8%	0.0%
6/22/2013 11:30	114	1	30	81	0	2	0	0	0	0	0	0	0	0	4.4%	1.8%
6/22/2013 11:45	113	1	29	76	0	4	0	1	2	0	0	0	0	0	4.4%	1.8%

Traffic Research & Analysis, Inc.
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Site Ref: 1
 Direction: NB
 Latitude: 33.81479
 Longitude: -111.95424

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
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6/22/2013 12:15	120	1	20	88	0	0	0	1	3	0	1	0	0	0	5.8%	3.3%
6/22/2013 12:30	91	1	26	60	0	0	0	0	1	0	0	0	0	0	3.3%	1.1%
6/22/2013 12:45	102	0	22	72	1	3	0	0	2	0	0	1	1	0	3.9%	3.9%
6/22/2013 13:00	103	1	23	73	1	3	0	0	2	0	0	0	0	0	3.9%	1.9%
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6/22/2013 13:30	83	0	26	55	0	0	0	1	1	0	0	0	0	0	2.4%	0.0%
6/22/2013 13:45	80	0	23	49	0	1	0	1	1	0	0	0	0	0	7.5%	2.5%
6/22/2013 14:00	100	5	23	68	0	3	1	0	0	0	0	0	0	0	4.0%	0.0%
6/22/2013 14:15	75	2	20	50	0	0	1	0	2	0	0	0	0	0	1.3%	2.7%
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6/22/2013 15:45	94	0	22	66	0	2	1	0	1	0	0	0	0	0	5.3%	1.1%
6/22/2013 16:00	86	1	22	56	0	2	1	0	3	0	0	1	0	0	3.5%	4.7%
6/22/2013 16:15	80	0	19	60	0	0	0	0	1	0	0	0	0	0	0.0%	1.3%
6/22/2013 16:30	90	0	24	64	0	1	0	0	1	0	0	0	0	0	1.1%	1.1%
6/22/2013 16:45	95	1	24	65	0	0	0	1	2	0	1	0	0	1	1.1%	4.2%
6/22/2013 17:00	79	0	25	48	0	3	0	1	1	0	0	1	0	0	5.1%	2.5%
6/22/2013 17:15	79	0	22	55	0	1	0	0	1	0	0	0	0	0	1.3%	1.3%
6/22/2013 17:30	84	1	16	64	1	1	0	0	1	0	0	0	0	0	2.4%	1.2%
6/22/2013 17:45	76	1	24	47	0	3	0	1	1	0	0	0	0	0	3.9%	1.3%
6/22/2013 18:00	104	5	35	60	0	2	0	0	2	0	0	0	0	0	1.9%	1.9%
6/22/2013 18:15	67	0	18	46	0	1	0	0	1	0	0	0	0	0	1.5%	3.0%
6/22/2013 18:30	67	1	17	46	0	0	0	0	3	0	0	0	0	1	1.1%	4.6%
6/22/2013 18:45	87	1	22	59	0	1	0	0	0	0	0	0	0	0	1.2%	6.0%
6/22/2013 19:00	83	3	28	46	0	0	1	0	3	0	2	0	0	0	5.1%	7.6%
6/22/2013 19:15	79	2	25	42	0	4	0	0	6	0	0	0	0	0	1.4%	0.0%
6/22/2013 19:30	70	2	25	42	0	1	0	0	2	0	0	0	0	0	3.6%	2.4%
6/22/2013 19:45	83	4	20	54	1	2	0	0	2	0	0	0	0	0	3.1%	1.6%
6/22/2013 20:00	64	2	19	40	0	1	0	1	1	0	0	0	0	0	4.8%	3.2%
6/22/2013 20:15	63	0	21	37	0	2	1	0	0	0	1	0	0	0	2.0%	0.0%
6/22/2013 20:30	51	0	11	39	0	1	0	0	0	0	0	0	0	0	1.7%	1.7%
6/22/2013 20:45	60	3	26	29	0	1	0	0	1	0	0	0	0	0	0.0%	3.8%
6/22/2013 21:00	52	0	21	29	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:15	39	3	12	24	0	0	0	0	0	0	0	0	0	0	2.4%	0.0%
6/22/2013 21:30	41	2	12	26	0	1	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:45	32	1	6	24	0	0	0	0	1	0	0	0	0	0	0.0%	3.1%
6/22/2013 22:00	48	4	19	25	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:15	37	0	8	26	0	0	0	0	0	0	0	0	0	0	8.1%	0.0%
6/22/2013 22:30	23	0	10	13	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:45	21	0	5	16	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:00	30	0	14	16	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:15	14	0	4	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:30	17	0	9	7	0	0	1	0	0	0	0	0	0	0	5.9%	0.0%
6/22/2013 23:45	14	0	2	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	5592	85	1563	3666	9	130	19	16	85	1	9	5	1	3	3.1%	1.9%

AM Peak Hr 11:30 AM
 AM Peak Vol 443
 AM PHF 0.923
 PM Peak Hr 12:15 PM
 PM Peak Vol 416
 PM PHF 0.867

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Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 0:00	15	0	6	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:15	11	0	4	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:30	8	0	3	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:45	11	0	6	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:15	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:30	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:45	6	0	3	2	0	0	0	0	0	0	0	0	0	0	16.7%	0.0%
6/23/2013 2:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:15	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:45	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:30	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:15	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:30	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:45	10	0	2	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:00	10	0	4	6	0	0	0	0	0	0	0	0	0	0	12.5%	0.0%
6/23/2013 5:15	16	0	5	9	2	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:30	23	0	6	17	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:45	24	1	5	18	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:00	10	0	2	7	0	0	0	0	0	0	0	0	0	0	10.0%	0.0%
6/23/2013 6:15	22	1	9	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:30	28	0	11	16	0	0	0	0	0	0	0	0	0	0	3.6%	0.0%
6/23/2013 6:45	43	1	15	27	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:00	43	2	11	28	0	0	0	0	0	0	0	0	0	0	0.0%	4.7%
6/23/2013 7:15	49	6	17	19	0	0	0	0	0	0	0	0	0	0	12.2%	2.0%
6/23/2013 7:30	62	7	22	32	0	0	0	0	0	0	0	0	0	0	0.0%	1.6%
6/23/2013 7:45	97	7	36	49	0	0	0	0	0	0	0	0	0	0	1.0%	4.1%
6/23/2013 8:00	77	4	28	36	0	0	0	0	0	0	0	0	0	0	3.9%	7.8%
6/23/2013 8:15	71	3	18	39	0	0	0	0	0	0	0	0	0	0	4.2%	11.3%
6/23/2013 8:30	58	1	13	43	0	0	0	0	0	0	0	0	0	0	1.7%	0.0%
6/23/2013 8:45	75	2	20	48	0	0	0	0	0	0	0	0	0	0	0.0%	6.7%
6/23/2013 9:00	63	3	19	37	0	0	0	0	0	0	0	0	0	0	3.2%	3.2%
6/23/2013 9:15	75	6	24	44	0	0	0	0	0	0	0	0	0	0	1.3%	0.0%
6/23/2013 9:30	78	2	17	58	0	0	0	0	0	0	0	0	0	0	1.3%	0.0%
6/23/2013 9:45	100	5	27	67	0	0	0	0	0	0	0	0	0	0	1.0%	0.0%
6/23/2013 10:00	83	4	22	52	0	0	0	0	0	0	0	0	0	0	4.8%	1.2%
6/23/2013 10:15	79	0	17	54	0	0	0	0	0	0	0	0	0	0	8.9%	1.3%
6/23/2013 10:30	83	2	23	55	0	0	0	0	0	0	0	0	0	0	2.4%	1.2%
6/23/2013 10:45	79	2	33	43	0	0	0	0	0	0	0	0	0	0	0.0%	1.3%
6/23/2013 11:00	86	2	20	60	0	0	0	0	0	0	0	0	0	0	3.5%	1.2%
6/23/2013 11:15	118	1	29	84	0	0	0	0	0	0	0	0	0	0	0.8%	2.5%
6/23/2013 11:30	90	0	25	64	0	0	0	0	0	0	0	0	0	0	1.1%	0.0%
6/23/2013 11:45	111	7	28	75	0	0	0	0	0	0	0	0	0	0	0.0%	0.9%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301845
 Route: CAVE CREEK RD
 Location: N of STAGE COACH PASS

Site Ref: 1
 Direction: NB
 Latitude: 33.81479
 Longitude: -111.95424

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 12:00	90	2	23	63	0	1	0	1	0	0	0	0	0	0	2.2%	0.0%
6/23/2013 12:15	73	0	19	47	0	2	1	2	2	0	0	0	0	0	6.8%	2.7%
6/23/2013 12:30	89	1	16	66	0	3	0	1	2	0	0	0	0	0	4.5%	2.2%
6/23/2013 12:45	74	3	25	40	0	2	0	1	3	0	0	0	0	0	4.1%	4.1%
6/23/2013 13:00	81	0	17	57	1	1	0	0	4	0	0	0	0	0	3.7%	4.9%
6/23/2013 13:15	102	1	28	71	0	2	0	1	1	0	0	0	0	0	2.0%	1.0%
6/23/2013 13:30	80	1	24	50	0	2	1	1	1	0	0	0	0	0	5.0%	1.3%
6/23/2013 13:45	78	2	21	53	0	0	2	0	0	0	0	0	0	0	2.6%	0.0%
6/23/2013 14:00	76	0	25	50	0	0	0	0	1	0	0	0	0	0	0.0%	1.3%
6/23/2013 14:15	84	0	12	66	0	0	0	0	2	0	0	0	1	0	3.6%	3.6%
6/23/2013 14:30	83	3	25	53	0	0	0	0	2	0	0	0	0	0	0.0%	2.4%
6/23/2013 14:45	74	1	21	49	0	1	0	0	2	0	0	0	0	0	1.4%	2.7%
6/23/2013 15:00	77	0	24	51	0	1	1	0	0	0	0	0	0	0	2.6%	0.0%
6/23/2013 15:15	54	0	17	33	0	1	2	0	1	0	0	0	0	0	5.6%	1.9%
6/23/2013 15:30	81	0	21	53	0	2	1	1	2	0	1	0	0	0	4.9%	3.7%
6/23/2013 15:45	72	1	14	52	0	4	0	0	1	0	0	0	0	0	5.6%	1.4%
6/23/2013 16:00	68	0	16	51	0	0	0	0	0	0	0	0	0	0	1.5%	0.0%
6/23/2013 16:15	69	2	11	53	0	2	0	0	1	0	0	0	0	0	2.9%	1.4%
6/23/2013 16:30	63	0	20	42	0	0	0	0	1	0	0	0	0	0	0.0%	1.6%
6/23/2013 16:45	75	3	17	55	0	0	0	0	0	0	0	0	0	0	5.6%	1.9%
6/23/2013 17:00	60	0	17	43	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:15	61	0	14	45	0	2	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:30	52	1	18	31	0	1	0	0	1	0	0	0	0	0	3.3%	0.0%
6/23/2013 17:45	63	1	19	38	0	1	2	0	0	0	0	1	0	0	1.9%	1.9%
6/23/2013 18:00	62	0	17	42	0	0	0	1	2	0	0	0	0	0	4.8%	3.2%
6/23/2013 18:15	47	1	14	29	0	2	0	1	1	0	0	0	0	0	1.6%	2.1%
6/23/2013 18:30	48	0	15	30	0	1	0	0	1	0	0	0	0	0	4.3%	2.1%
6/23/2013 18:45	55	0	16	34	0	5	0	0	0	0	0	0	0	0	9.1%	0.0%
6/23/2013 19:00	32	0	11	20	0	1	0	0	0	0	0	0	0	0	3.1%	0.0%
6/23/2013 19:15	43	3	15	25	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:30	61	1	24	33	0	1	0	0	2	0	0	0	0	0	1.6%	3.3%
6/23/2013 19:45	47	3	10	34	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:00	41	0	14	26	0	0	0	0	1	0	0	0	0	0	0.0%	2.4%
6/23/2013 20:15	33	1	12	20	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:30	26	0	9	14	0	1	0	1	1	0	0	0	0	0	7.7%	3.8%
6/23/2013 20:45	37	0	8	27	0	0	0	0	2	0	0	0	0	0	0.0%	5.4%
6/23/2013 21:00	21	0	7	12	0	2	0	0	0	0	0	0	0	0	9.5%	0.0%
6/23/2013 21:15	17	0	8	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:30	33	0	11	21	0	1	0	0	0	0	0	0	0	0	3.0%	0.0%
6/23/2013 21:45	18	0	6	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:00	15	1	2	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:15	17	1	2	14	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:30	12	1	3	7	0	1	0	0	1	0	0	0	0	0	8.3%	0.0%
6/23/2013 22:45	13	0	5	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:00	9	0	2	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:15	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:30	7	1	1	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:45	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	4345	104	1233	2817	1	75	20	15	75	0	2	1	1	1	2.6%	1.8%

AM Peak Hr 11:15 AM
 AM Peak Vol 409
 AM PHF 0.867
 PM Peak Hr 12:30 PM
 PM Peak Vol 346
 PM PHF 0.848

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301846
 Route: CAVE CREEK RD
 Location: N of STAGE COACH PASS

Site Ref: 1
 Direction: SB
 Latitude: 33.81629
 Longitude: -111.95436

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 0:00	36	4	20	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:15	31	1	15	15	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:30	24	1	8	15	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:45	31	1	15	14	0	0	1	0	0	0	0	0	0	0	3.2%	0.0%
6/22/2013 1:00	29	0	15	14	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:15	27	0	16	10	0	0	0	1	0	0	0	0	0	0	0.0%	3.7%
6/22/2013 1:30	25	0	11	14	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:45	18	3	9	5	0	0	0	0	0	0	0	1	0	0	0.0%	5.6%
6/22/2013 2:00	17	0	5	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:15	21	1	7	13	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:30	16	1	6	8	0	1	0	0	0	0	0	0	0	0	6.3%	0.0%
6/22/2013 2:45	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:15	7	0	2	4	0	1	0	0	0	0	0	0	0	0	14.3%	0.0%
6/22/2013 3:30	7	0	2	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:45	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:15	7	0	3	3	0	0	0	0	1	0	0	0	0	0	0.0%	14.3%
6/22/2013 4:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:45	10	0	1	7	0	2	0	0	0	0	0	0	0	0	20.0%	0.0%
6/22/2013 5:00	9	0	1	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:15	13	0	5	6	0	1	0	0	1	0	0	0	0	0	7.7%	7.7%
6/22/2013 5:30	16	2	6	7	0	1	0	0	0	0	0	0	0	0	6.3%	0.0%
6/22/2013 5:45	24	0	6	15	2	0	1	0	0	0	0	0	0	0	12.5%	0.0%
6/22/2013 6:00	18	0	7	11	0	0	0	0	0	0	0	0	0	0	8.3%	0.0%
6/22/2013 6:15	24	2	14	11	0	1	0	0	0	0	0	0	0	0	3.6%	0.0%
6/22/2013 6:30	28	2	9	17	0	0	0	0	0	0	0	0	0	0	0.0%	3.4%
6/22/2013 6:45	29	2	14	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:00	37	0	14	23	0	0	0	0	0	0	0	0	0	0	0.0%	2.2%
6/22/2013 7:15	45	2	20	22	0	0	0	0	1	0	0	0	0	0	4.3%	2.1%
6/22/2013 7:30	47	3	17	24	1	1	0	0	1	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:45	53	3	19	31	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 8:00	49	3	15	30	0	1	0	0	0	0	0	0	0	0	2.0%	0.0%
6/22/2013 8:15	64	5	24	31	0	1	1	1	1	0	0	1	0	0	3.1%	3.1%
6/22/2013 8:30	72	2	31	37	1	1	0	0	0	0	0	0	0	0	2.8%	0.0%
6/22/2013 8:45	89	1	33	49	0	1	1	1	1	0	0	0	0	0	5.6%	1.1%
6/22/2013 9:00	86	4	34	42	0	1	2	0	2	1	0	0	0	0	3.5%	3.5%
6/22/2013 9:15	98	5	44	47	0	0	1	1	0	0	0	0	0	0	2.0%	0.0%
6/22/2013 9:30	100	3	38	57	0	1	0	1	1	0	0	0	0	0	1.0%	1.0%
6/22/2013 9:45	123	3	53	65	0	1	0	0	1	0	0	0	0	0	0.8%	0.8%
6/22/2013 10:00	105	1	47	51	1	1	0	2	1	0	0	1	0	0	3.8%	1.9%
6/22/2013 10:15	106	7	41	52	0	2	0	0	3	0	0	1	0	0	1.9%	3.8%
6/22/2013 10:30	117	1	52	59	1	2	0	0	2	0	0	0	0	0	2.6%	1.7%
6/22/2013 10:45	104	3	50	44	0	3	2	0	2	0	0	0	0	0	4.8%	1.9%
6/22/2013 11:00	105	4	44	56	0	1	0	0	0	0	0	0	0	0	1.0%	0.0%
6/22/2013 11:15	95	4	40	47	0	2	1	0	0	0	0	1	0	0	3.2%	1.1%
6/22/2013 11:30	131	4	54	65	1	6	1	0	1	0	0	0	0	0	5.3%	0.8%
6/22/2013 11:45	96	1	43	50	0	0	0	0	2	0	0	0	0	0	0.0%	2.1%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301846
 Route: CAVE CREEK RD
 Location: N of STAGE COACH PASS

Site Ref: 1
 Direction: SB
 Latitude: 33.81629
 Longitude: -111.95436

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 12:00	140	1	66	66	0	0	1	1	1	0	1	0	0	0	3.6%	1.4%
6/22/2013 12:15	123	0	52	68	0	1	0	1	1	0	0	0	0	0	1.6%	0.8%
6/22/2013 12:30	101	3	43	49	0	3	0	1	1	0	0	1	0	0	4.0%	2.0%
6/22/2013 12:45	99	3	37	54	0	2	1	0	2	0	0	0	0	0	3.0%	2.0%
6/22/2013 13:00	119	5	54	55	0	1	0	1	3	0	0	0	0	0	1.7%	2.5%
6/22/2013 13:15	104	1	35	60	1	4	0	1	2	0	0	0	0	0	5.8%	1.9%
6/22/2013 13:30	119	5	54	56	1	3	0	0	0	0	0	0	0	0	3.4%	0.0%
6/22/2013 13:45	96	2	48	43	0	0	0	0	3	0	0	0	0	0	0.0%	3.1%
6/22/2013 14:00	115	1	41	69	0	1	0	2	0	0	0	1	0	0	2.6%	0.9%
6/22/2013 14:15	106	2	52	48	0	0	0	1	3	0	0	0	0	0	0.9%	2.8%
6/22/2013 14:30	88	1	36	47	0	2	1	0	1	0	0	0	0	0	3.4%	1.1%
6/22/2013 14:45	82	0	39	40	0	3	0	0	0	0	0	0	0	0	3.7%	0.0%
6/22/2013 15:00	86	1	44	40	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 15:15	87	1	45	41	0	1	0	0	0	0	0	0	0	0	1.1%	0.0%
6/22/2013 15:30	82	1	39	40	0	1	0	0	1	0	0	0	0	0	1.2%	1.2%
6/22/2013 15:45	90	0	34	54	0	0	0	0	2	0	0	0	0	0	0.0%	2.2%
6/22/2013 16:00	118	2	54	60	0	0	0	0	2	0	0	0	0	0	0.0%	1.7%
6/22/2013 16:15	92	1	45	37	0	3	1	2	3	0	0	0	0	0	6.5%	3.3%
6/22/2013 16:30	90	1	41	44	0	3	0	1	0	0	0	0	0	0	4.4%	0.0%
6/22/2013 16:45	82	0	29	49	0	1	0	2	1	0	0	0	0	0	3.7%	1.2%
6/22/2013 17:00	81	2	37	40	0	1	0	1	1	0	0	0	0	0	1.2%	1.2%
6/22/2013 17:15	83	4	36	39	0	1	0	1	1	0	0	0	0	0	2.4%	2.4%
6/22/2013 17:30	73	0	33	39	0	0	0	0	1	0	0	0	0	0	0.0%	1.4%
6/22/2013 17:45	62	0	32	28	0	1	1	0	1	0	0	0	0	0	1.6%	1.6%
6/22/2013 18:00	84	3	48	31	0	0	0	0	0	0	0	1	0	0	0.0%	2.4%
6/22/2013 18:15	63	1	29	33	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:30	55	3	20	30	1	0	0	0	0	0	0	1	0	0	1.8%	1.8%
6/22/2013 18:45	65	0	23	40	0	2	0	0	0	0	0	0	0	0	3.1%	0.0%
6/22/2013 19:00	67	2	27	38	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:15	53	0	21	32	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:30	58	2	19	36	0	0	0	0	1	0	0	0	0	0	1.7%	1.7%
6/22/2013 19:45	73	5	23	42	0	1	0	0	2	0	0	0	0	0	1.4%	2.7%
6/22/2013 20:00	63	2	22	35	1	0	0	0	3	0	0	0	0	0	1.6%	4.8%
6/22/2013 20:15	61	4	19	37	0	0	0	0	1	0	0	0	0	0	0.0%	1.6%
6/22/2013 20:30	72	6	38	26	0	0	0	0	2	0	0	0	0	0	0.0%	2.8%
6/22/2013 20:45	62	3	21	36	0	0	0	1	1	0	0	0	0	0	1.6%	1.6%
6/22/2013 21:00	74	7	25	39	0	0	0	1	2	0	0	0	0	0	1.4%	2.7%
6/22/2013 21:15	45	0	22	22	0	0	0	1	0	0	0	0	0	0	2.2%	0.0%
6/22/2013 21:30	65	7	25	31	0	1	1	1	1	0	0	0	0	0	1.5%	1.5%
6/22/2013 21:45	58	3	24	30	0	0	1	0	0	0	0	0	0	0	1.7%	0.0%
6/22/2013 22:00	44	2	19	23	0	0	0	0	3	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:15	68	4	34	26	0	1	0	0	0	0	0	0	0	0	1.5%	4.4%
6/22/2013 22:30	66	1	23	38	0	3	0	1	0	0	0	0	0	0	6.1%	0.0%
6/22/2013 22:45	48	4	23	21	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:00	44	2	12	29	0	1	0	0	0	0	0	0	0	0	2.3%	0.0%
6/22/2013 23:15	35	3	11	20	0	0	0	1	0	0	0	0	0	0	2.9%	0.0%
6/22/2013 23:30	26	0	14	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:45	30	1	10	18	0	0	0	0	1	0	0	0	0	0	0.0%	3.3%
Day Totals	5908	179	2493	3024	11	71	20	27	69	1	3	9	1	0	2.2%	1.4%

AM Peak Hr
 AM Peak Vol
 AM PHF
 PM Peak Hr
 PM Peak Vol
 PM PHF

11:30 AM
 490
 0.875

12:00 PM
 463
 0.827

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301846
 Route: CAVE CREEK RD
 Location: N of STAGE COACH PASS

Site Ref: 1
 Direction: SB
 Latitude: 33.81629
 Longitude: -111.95436

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 0:00	34	0	18	16	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:15	29	1	6	22	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:30	18	0	9	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:45	29	0	18	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:00	21	0	9	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:15	20	1	8	10	0	1	0	0	0	0	0	0	0	0	5.0%	0.0%
6/23/2013 1:30	19	0	4	12	0	0	0	0	3	0	0	0	0	0	0.0%	15.8%
6/23/2013 1:45	19	0	5	13	0	0	0	0	1	0	0	0	0	0	0.0%	5.3%
6/23/2013 2:00	15	1	6	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:15	10	0	6	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:30	11	0	6	4	0	0	0	0	1	0	0	0	0	0	0.0%	9.1%
6/23/2013 2:45	12	1	2	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:15	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:30	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:45	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0.0%	50.0%
6/23/2013 4:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 4:30	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:45	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	16.7%	0.0%
6/23/2013 5:15	6	0	1	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:30	15	1	6	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:45	8	1	0	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:00	15	0	3	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:15	18	2	6	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:30	22	1	7	13	0	1	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:45	25	2	6	15	0	2	0	0	0	0	0	0	0	0	4.5%	0.0%
6/23/2013 7:00	29	2	4	21	0	0	0	2	0	0	0	0	0	0	8.0%	0.0%
6/23/2013 7:15	25	1	9	15	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:30	40	7	15	18	0	0	0	0	0	0	0	0	0	0	6.9%	0.0%
6/23/2013 7:45	43	5	15	22	0	0	0	1	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:00	46	4	23	19	0	0	0	0	0	0	0	0	0	0	2.3%	0.0%
6/23/2013 8:15	59	10	18	30	0	1	0	0	0	0	0	0	0	0	1.7%	0.0%
6/23/2013 8:30	65	2	29	32	0	1	0	0	1	0	0	0	0	0	1.5%	1.5%
6/23/2013 8:45	60	2	21	35	0	1	0	0	0	0	0	0	0	0	3.3%	0.0%
6/23/2013 9:00	97	11	38	45	0	0	1	0	2	0	0	0	0	0	1.0%	2.1%
6/23/2013 9:15	87	8	34	42	0	0	0	0	1	1	1	0	0	0	0.0%	3.4%
6/23/2013 9:30	85	7	29	41	0	3	1	0	3	0	1	0	0	0	4.7%	4.7%
6/23/2013 9:45	88	8	30	47	0	3	0	0	0	0	0	0	0	0	3.4%	0.0%
6/23/2013 10:00	104	7	48	48	0	0	0	0	1	0	0	0	0	0	1.0%	1.0%
6/23/2013 10:15	116	1	45	63	0	2	1	0	4	0	0	0	0	0	2.6%	3.4%
6/23/2013 10:30	97	4	40	50	0	2	0	1	0	0	0	0	0	0	3.1%	0.0%
6/23/2013 10:45	106	6	50	49	0	0	0	0	1	0	0	0	0	0	0.0%	0.9%
6/23/2013 11:00	114	5	51	51	0	1	0	2	4	0	0	0	0	0	2.6%	3.5%
6/23/2013 11:15	142	1	61	70	1	4	0	0	5	0	0	0	0	0	3.5%	3.5%
6/23/2013 11:30	112	7	45	52	0	3	0	1	1	1	0	0	0	0	3.6%	3.6%
6/23/2013 11:45	88	3	41	43	0	0	0	0	1	0	0	0	0	0	0.0%	1.1%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301846
 Route: CAVE CREEK RD
 Location: N of STAGE COACH PASS

Site Ref: 1
 Direction: SB
 Latitude: 33.81629
 Longitude: -111.95436

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 12:00	106	5	50	50	0	1	0	0	0	0	0	0	0	0	0.9%	0.0%
6/23/2013 12:15	105	3	47	52	0	0	1	0	2	0	0	0	0	0	1.0%	1.9%
6/23/2013 12:30	102	4	44	52	0	1	0	0	1	0	0	0	0	0	1.0%	1.0%
6/23/2013 12:45	101	2	41	56	0	0	0	0	2	0	0	0	0	0	2.0%	2.0%
6/23/2013 13:00	84	5	32	43	0	2	0	0	2	0	0	0	0	0	2.4%	2.4%
6/23/2013 13:15	85	4	33	46	0	0	1	0	0	1	0	0	0	0	1.2%	1.2%
6/23/2013 13:30	81	1	31	48	0	1	0	0	0	0	0	0	0	0	1.3%	0.0%
6/23/2013 13:45	80	1	39	36	0	1	0	0	3	0	0	0	0	0	2.8%	3.8%
6/23/2013 14:00	106	5	38	58	2	1	0	0	2	0	0	0	0	0	1.9%	1.9%
6/23/2013 14:15	96	4	48	42	0	0	1	0	1	0	0	0	0	0	1.0%	1.0%
6/23/2013 14:30	96	1	38	53	0	1	1	0	2	0	0	0	0	0	2.1%	2.1%
6/23/2013 14:45	94	3	35	53	0	1	0	1	1	0	0	0	0	0	2.1%	1.1%
6/23/2013 15:00	101	4	40	52	0	1	0	0	4	0	0	0	0	0	1.0%	4.0%
6/23/2013 15:15	81	3	32	41	0	1	0	0	2	0	0	2	0	0	1.2%	4.9%
6/23/2013 15:30	83	0	36	45	0	2	0	0	0	0	0	0	0	0	2.4%	0.0%
6/23/2013 15:45	77	2	35	38	0	1	1	0	0	0	0	0	0	0	2.6%	0.0%
6/23/2013 16:00	83	2	40	39	0	1	0	1	0	0	0	0	0	0	2.4%	0.0%
6/23/2013 16:15	70	2	30	37	0	1	0	0	0	0	0	0	0	0	1.4%	0.0%
6/23/2013 16:30	67	0	32	34	0	1	0	0	0	0	0	0	0	0	1.5%	0.0%
6/23/2013 16:45	56	1	27	27	0	1	0	0	0	0	0	0	0	0	1.8%	0.0%
6/23/2013 17:00	106	1	38	65	0	1	0	0	1	0	0	0	0	0	0.9%	0.9%
6/23/2013 17:15	72	3	32	36	0	0	0	0	1	0	0	0	0	0	0.0%	1.4%
6/23/2013 17:30	44	0	23	20	0	0	0	0	1	0	0	0	0	0	0.0%	2.3%
6/23/2013 17:45	54	6	19	28	0	0	0	0	1	0	0	0	0	0	1.9%	1.9%
6/23/2013 18:00	56	0	21	35	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:15	52	3	16	30	0	1	0	1	2	0	0	0	0	0	3.8%	2.8%
6/23/2013 18:30	36	0	17	17	0	0	0	0	0	0	0	0	0	0	2.0%	2.0%
6/23/2013 18:45	51	0	19	31	0	1	0	0	1	0	0	0	0	0	4.3%	4.3%
6/23/2013 19:00	47	1	20	23	0	1	0	0	2	0	0	0	0	0	0.0%	2.0%
6/23/2013 19:15	51	4	19	27	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:30	47	8	18	21	0	0	0	0	1	0	0	0	0	0	0.0%	2.0%
6/23/2013 19:45	42	1	19	22	0	0	0	0	1	0	0	0	0	0	0.0%	2.4%
6/23/2013 20:00	52	1	26	23	0	1	0	0	1	0	0	0	0	0	1.9%	1.9%
6/23/2013 20:15	37	2	14	18	0	1	1	1	1	0	0	1	0	0	2.7%	5.4%
6/23/2013 20:30	42	0	23	18	0	0	0	0	1	0	0	0	0	0	0.0%	2.4%
6/23/2013 20:45	45	5	18	22	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:00	45	0	22	18	0	1	1	2	0	0	0	0	0	0	6.7%	4.4%
6/23/2013 21:15	47	3	28	14	0	0	0	0	1	0	0	1	0	0	0.0%	4.3%
6/23/2013 21:30	38	6	14	15	0	0	0	0	3	0	0	0	0	0	0.0%	7.9%
6/23/2013 21:45	27	3	9	15	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:00	23	1	9	12	0	1	0	0	0	0	0	0	0	0	4.3%	0.0%
6/23/2013 22:15	20	3	11	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:30	19	0	11	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:45	26	1	12	11	0	0	0	0	2	0	0	0	0	0	0.0%	7.7%
6/23/2013 23:00	19	0	6	12	0	0	0	1	0	0	0	0	0	0	5.3%	0.0%
6/23/2013 23:15	7	0	2	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:30	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:45	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	4851	215	2004	2470	3	48	9	16	76	3	3	4	0	0	1.6%	1.8%

AM Peak Hr
 AM Peak Vol
 AM PHF
 PM Peak Hr
 PM Peak Vol
 PM PHF

10:45 AM
 474
 0.835
 12:00 PM
 414
 0.976

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301847
 Route: TOM DARLINGTON DR
 Location: N of CAREFREE HWY

Site Ref: 2
 Direction: NB
 Latitude: 33.80103
 Longitude: -111.92804

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 0:00	11	1	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:15	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:30	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:45	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:15	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:15	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:00	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0.0%	50.0%
6/22/2013 3:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:30	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:15	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:30	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:45	12	0	7	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:00	16	1	13	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:15	23	1	18	2	1	0	0	0	1	0	0	0	0	0	4.3%	4.3%
6/22/2013 5:30	26	1	15	9	1	0	0	0	0	0	0	0	0	0	3.8%	0.0%
6/22/2013 5:45	45	4	27	13	0	1	1	0	0	0	0	0	0	0	2.2%	0.0%
6/22/2013 6:00	39	2	24	12	0	1	1	0	0	0	0	0	0	0	2.6%	0.0%
6/22/2013 6:15	34	6	20	6	0	0	2	0	0	0	0	0	0	0	0.0%	5.9%
6/22/2013 6:30	41	6	20	12	0	0	1	2	0	0	0	0	0	0	2.4%	4.9%
6/22/2013 6:45	63	6	45	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:00	61	5	42	13	0	0	1	0	1	0	0	0	0	0	0.0%	1.6%
6/22/2013 7:15	76	5	58	12	1	0	0	0	0	0	0	0	0	0	1.3%	0.0%
6/22/2013 7:30	106	0	87	15	0	0	1	2	0	0	0	0	1	0	2.8%	0.9%
6/22/2013 7:45	106	3	87	14	0	1	1	0	0	0	0	0	0	0	1.9%	0.0%
6/22/2013 8:00	79	5	60	13	0	0	1	0	0	0	0	0	0	0	1.3%	0.0%
6/22/2013 8:15	89	2	61	23	0	0	0	0	2	1	0	0	0	0	0.0%	3.4%
6/22/2013 8:30	84	3	61	16	0	1	1	0	1	1	0	0	0	0	2.4%	2.4%
6/22/2013 8:45	89	1	71	15	0	0	0	0	1	1	0	0	0	0	0.0%	2.2%
6/22/2013 9:00	80	3	66	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 9:15	92	1	64	23	0	1	0	0	2	0	0	0	0	1	1.1%	3.3%
6/22/2013 9:30	99	2	78	15	0	1	1	1	2	0	0	0	0	0	2.0%	2.0%
6/22/2013 9:45	115	1	86	27	0	0	0	1	0	0	0	0	0	0	0.9%	0.0%
6/22/2013 10:00	107	2	76	25	0	0	0	1	3	0	0	0	0	0	0.9%	2.8%
6/22/2013 10:15	123	0	98	22	1	0	0	0	2	0	0	0	0	0	0.8%	1.6%
6/22/2013 10:30	125	2	93	24	0	1	1	0	3	0	1	0	0	0	1.6%	3.2%
6/22/2013 10:45	113	2	95	14	0	0	0	0	2	0	0	0	0	0	0.0%	1.8%
6/22/2013 11:00	94	2	74	15	0	0	2	0	1	0	0	0	0	0	2.1%	1.1%
6/22/2013 11:15	101	0	83	16	0	0	1	0	0	1	0	0	0	0	1.0%	1.0%
6/22/2013 11:30	93	5	73	12	0	0	0	1	0	0	0	0	0	1	1.1%	2.2%
6/22/2013 11:45	79	1	64	11	0	0	2	1	0	0	0	0	0	0	3.8%	0.0%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
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 (602) 840-1500

Client: M BAKER
 File Number: 1301847
 Route: TOM DARLINGTON DR
 Location: N of CAREFREE HWY

Site Ref: 2
 Direction: NB
 Latitude: 33.80103
 Longitude: -111.92804

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 12:00	88	2	71	11	0	1	1	1	0	0	1	0	0	0	3.4%	1.1%
6/22/2013 12:15	108	1	91	13	0	1	1	1	1	0	0	0	0	0	1.9%	0.9%
6/22/2013 12:30	96	0	76	14	1	0	2	2	2	0	0	0	0	0	4.2%	2.1%
6/22/2013 12:45	97	2	83	11	0	0	0	0	1	0	0	0	0	0	0.0%	1.0%
6/22/2013 13:00	101	0	84	13	0	1	0	0	3	0	0	0	0	0	1.0%	3.0%
6/22/2013 13:15	93	1	81	9	0	0	1	1	1	1	0	0	0	0	1.1%	1.1%
6/22/2013 13:30	106	2	84	15	0	0	0	0	3	1	0	0	0	0	0.9%	3.8%
6/22/2013 13:45	101	1	80	18	0	0	1	0	1	0	0	0	0	0	1.0%	1.0%
6/22/2013 14:00	100	2	76	18	0	1	1	1	1	0	0	0	0	0	3.0%	1.0%
6/22/2013 14:15	100	0	86	11	0	1	1	0	1	0	0	0	0	0	2.0%	1.0%
6/22/2013 14:30	88	2	75	10	0	0	0	1	1	0	0	0	0	0	0.0%	1.1%
6/22/2013 14:45	87	2	71	11	0	0	1	0	2	0	0	0	0	0	1.1%	2.3%
6/22/2013 15:00	70	1	56	10	0	0	0	0	2	0	0	1	0	0	0.0%	4.3%
6/22/2013 15:15	83	0	68	11	0	0	0	2	1	1	0	0	0	0	2.4%	2.4%
6/22/2013 15:30	94	1	73	17	1	0	0	0	0	0	0	0	0	0	3.2%	0.0%
6/22/2013 15:45	78	0	65	10	0	0	1	1	1	0	0	0	0	0	2.6%	1.3%
6/22/2013 16:00	91	2	74	13	0	1	0	0	0	0	1	0	0	0	1.1%	1.1%
6/22/2013 16:15	74	0	61	12	0	0	0	0	1	0	0	0	0	0	0.0%	1.4%
6/22/2013 16:30	77	0	68	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:45	86	1	71	10	0	0	0	3	1	0	0	0	0	0	3.5%	1.2%
6/22/2013 17:00	86	0	71	12	0	0	0	1	2	0	0	0	0	0	1.2%	2.3%
6/22/2013 17:15	88	0	69	17	0	0	0	0	2	0	0	0	0	0	0.0%	2.3%
6/22/2013 17:30	78	1	57	9	0	0	1	0	0	0	0	0	0	0	1.3%	0.0%
6/22/2013 17:45	71	0	62	9	0	0	0	1	3	0	0	0	0	0	1.4%	4.2%
6/22/2013 18:00	72	0	62	9	0	0	0	0	1	0	0	0	0	0	0.0%	1.4%
6/22/2013 18:15	58	1	45	9	1	0	0	0	1	0	1	0	0	0	1.7%	3.4%
6/22/2013 18:30	69	0	57	11	0	0	0	0	0	0	0	0	0	0	1.4%	0.0%
6/22/2013 18:45	68	0	59	8	0	0	0	0	1	0	0	0	0	0	0.0%	1.5%
6/22/2013 19:00	61	2	50	8	0	0	0	0	1	0	0	0	0	0	0.0%	1.6%
6/22/2013 19:15	56	1	48	6	0	0	0	0	1	0	0	0	0	0	0.0%	1.8%
6/22/2013 19:30	49	0	41	7	0	0	0	0	1	0	0	0	0	0	0.0%	2.0%
6/22/2013 19:45	60	1	50	6	0	0	2	0	0	0	1	0	0	0	3.3%	1.7%
6/22/2013 20:00	40	2	32	11	0	0	1	0	0	0	0	0	0	0	2.5%	0.0%
6/22/2013 20:15	47	0	33	7	0	0	1	0	0	0	0	0	0	0	2.1%	0.0%
6/22/2013 20:30	55	0	47	7	0	0	1	0	0	0	0	0	0	0	1.8%	0.0%
6/22/2013 20:45	28	1	23	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:00	36	0	29	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:15	36	0	30	4	0	0	1	0	1	0	0	0	0	0	2.8%	2.8%
6/22/2013 21:30	26	0	23	1	0	0	0	0	2	0	0	0	0	0	0.0%	7.7%
6/22/2013 21:45	42	0	41	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:00	29	0	23	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:15	18	1	14	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:30	19	2	14	2	0	0	0	0	1	0	0	0	0	0	0.0%	5.3%
6/22/2013 22:45	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:00	14	0	10	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:15	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:30	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:45	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	5341	108	4238	843	7	10	29	24	66	7	5	1	1	2	1.3%	1.5%

AM Peak Hr 9:45 AM
 AM Peak Vol 470
 AM PHF 0.940
 PM Peak Hr 1:30 PM
 PM Peak Vol 407
 PM PHF 0.960

Traffic Research & Analysis, Inc.
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Site Ref: 2
 Direction: NB
 Latitude: 33.80103
 Longitude: -111.92804

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 0:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:15	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:30	5	0	3	1	0	0	0	0	0	0	0	0	0	0	20.0%	0.0%
6/23/2013 0:45	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:15	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:30	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:45	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:30	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:15	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:45	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:00	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0.0%	50.0%
6/23/2013 4:15	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0.0%	100.0%
6/23/2013 4:30	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:45	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:15	11	0	8	2	0	0	0	0	1	0	0	0	0	0	0.0%	9.1%
6/23/2013 5:30	24	2	18	4	0	0	0	1	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:45	25	1	18	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:00	16	0	13	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:15	25	4	17	3	0	1	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:30	25	6	17	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:45	48	7	37	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:00	29	2	23	3	0	0	0	0	1	0	0	0	0	0	0.0%	3.4%
6/23/2013 7:15	32	4	24	3	0	0	0	0	0	0	0	0	0	0	0.0%	3.1%
6/23/2013 7:30	52	2	41	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:45	57	5	44	6	0	0	0	1	0	0	0	0	0	0	1.8%	1.8%
6/23/2013 8:00	32	2	24	5	0	0	0	1	0	0	0	0	0	0	0.0%	3.1%
6/23/2013 8:15	48	3	36	7	0	0	0	1	1	0	0	0	0	0	2.1%	2.1%
6/23/2013 8:30	54	0	44	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:45	68	4	59	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:00	44	1	34	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:15	48	1	38	6	0	1	0	0	1	0	0	0	0	0	4.2%	2.1%
6/23/2013 9:30	62	3	51	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:45	74	2	61	10	0	0	0	1	0	0	0	0	0	0	1.4%	0.0%
6/23/2013 10:00	89	3	76	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 10:15	71	4	57	8	0	0	1	0	1	0	0	0	0	0	1.4%	1.4%
6/23/2013 10:30	92	1	75	13	0	1	1	0	0	0	0	0	0	0	3.3%	0.0%
6/23/2013 10:45	91	0	73	16	0	0	1	1	0	0	0	1	0	0	1.1%	1.1%
6/23/2013 11:00	76	0	63	10	1	0	0	0	2	0	0	0	0	0	1.3%	2.6%
6/23/2013 11:15	77	0	64	10	0	0	0	0	2	0	0	0	0	0	1.3%	2.6%
6/23/2013 11:30	92	0	79	12	0	0	1	0	0	0	0	0	0	0	1.1%	0.0%
6/23/2013 11:45	107	1	97	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%

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Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 12:00	72	1	61	9	0	0	0	1	0	0	0	0	0	0	1.4%	0.0%
6/23/2013 12:15	83	1	69	13	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:30	89	1	57	10	0	0	0	1	0	0	0	0	0	0	1.4%	0.0%
6/23/2013 12:45	85	3	74	6	0	0	1	0	1	0	0	0	0	0	1.2%	1.2%
6/23/2013 13:00	77	2	59	14	0	0	0	2	0	0	0	0	0	0	2.6%	0.0%
6/23/2013 13:15	74	1	58	14	0	0	0	1	1	0	0	0	0	0	1.4%	0.0%
6/23/2013 13:30	64	0	52	11	0	0	0	1	0	0	0	0	0	0	1.6%	0.0%
6/23/2013 13:45	76	1	61	14	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:00	66	1	52	11	0	0	0	0	1	0	0	1	0	0	0.0%	3.0%
6/23/2013 14:15	67	0	59	7	0	0	0	0	1	0	0	0	0	0	0.0%	1.5%
6/23/2013 14:30	82	2	67	12	0	0	1	0	0	0	0	0	0	0	1.2%	0.0%
6/23/2013 14:45	75	0	71	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:00	70	1	65	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:15	55	0	46	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:30	68	0	59	6	0	0	1	0	2	0	0	0	0	0	1.5%	2.9%
6/23/2013 15:45	68	0	62	5	0	0	0	0	1	0	0	0	0	0	0.0%	1.5%
6/23/2013 16:00	53	1	44	7	0	0	0	0	1	0	0	0	0	0	0.0%	1.9%
6/23/2013 16:15	72	1	60	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:30	52	0	40	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:45	54	0	39	13	1	0	0	0	1	0	0	0	0	0	1.9%	1.9%
6/23/2013 17:00	63	1	55	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:15	48	0	42	4	0	0	1	0	1	0	0	0	0	0	2.1%	2.1%
6/23/2013 17:30	48	0	44	3	0	0	0	0	1	0	0	0	0	0	0.0%	2.1%
6/23/2013 17:45	50	2	41	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:00	49	1	40	7	0	0	0	0	0	0	1	0	0	0	0.0%	2.0%
6/23/2013 18:15	53	0	44	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:30	58	0	50	8	0	0	0	1	0	0	0	0	0	0	1.7%	0.0%
6/23/2013 18:45	48	0	39	8	0	0	0	0	0	0	0	0	0	0	2.1%	0.0%
6/23/2013 19:00	44	0	37	6	0	0	0	0	1	0	0	0	0	0	0.0%	2.3%
6/23/2013 19:15	35	0	29	4	0	0	0	2	0	0	0	0	0	0	5.7%	0.0%
6/23/2013 19:30	45	2	37	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:45	40	0	35	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:00	41	0	34	4	0	0	2	0	1	0	0	0	0	0	4.9%	2.4%
6/23/2013 20:15	26	0	24	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:30	25	0	20	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:45	33	0	27	5	0	0	0	0	0	0	0	1	0	0	0.0%	3.0%
6/23/2013 21:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:15	19	0	15	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:30	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:45	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:00	16	1	12	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:15	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:30	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:45	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:15	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:30	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:45	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	3789	83	3148	495	2	4	11	15	25	0	2	3	0	1	0.8%	0.8%

AM Peak Hr 11:30 AM 354
 AM Peak Vol 0.827
 AM PHF
 PM Peak Hr 12:15 PM 314
 PM Peak Vol 0.924
 PM PHF

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M.BAKER
 File Number: 1301848
 Route: TOM DARLINGTON DR
 Location: N of CAREFREE HWY

Site Ref: 2
 Direction: SB
 Latitude: 33.80142
 Longitude: -111.92802

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pctSU	pctCB
6/22/2013 0:00	20	1	13	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:15	16	1	11	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:30	13	0	11	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:45	9	0	6	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:15	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:30	20	4	7	8	0	0	0	0	1	0	0	0	0	0	0.0%	5.0%
6/22/2013 1:45	9	1	7	0	0	0	0	0	1	0	0	0	0	0	0.0%	11.1%
6/22/2013 2:00	10	0	8	1	0	0	0	0	1	0	0	0	0	0	0.0%	10.0%
6/22/2013 2:15	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 3:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:00	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0.0%	50.0%
6/22/2013 4:15	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:30	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:15	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:30	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:45	12	0	9	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:00	16	0	11	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:15	20	1	15	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:30	24	0	17	6	0	0	0	0	1	0	0	0	0	0	0.0%	4.2%
6/22/2013 6:45	18	0	16	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:00	26	3	17	5	0	0	0	0	1	0	0	0	0	0	0.0%	3.8%
6/22/2013 7:15	33	5	22	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:30	46	3	37	5	0	0	0	0	0	0	0	1	0	0	0.0%	2.2%
6/22/2013 7:45	62	3	38	20	0	0	0	0	1	0	0	0	0	0	0.0%	1.6%
6/22/2013 8:00	46	2	35	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 8:15	60	0	47	12	0	0	0	0	1	0	0	0	0	0	0.0%	1.7%
6/22/2013 8:30	82	2	60	20	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 8:45	84	1	64	19	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 9:00	87	4	65	17	0	0	0	0	0	1	0	0	0	0	0.0%	1.1%
6/22/2013 9:15	94	1	71	20	0	0	0	1	1	0	0	0	0	0	1.1%	1.1%
6/22/2013 9:30	104	3	84	15	0	0	1	0	0	0	0	0	0	0	1.0%	1.0%
6/22/2013 9:45	100	1	70	25	0	0	0	1	3	0	0	0	0	0	1.0%	3.0%
6/22/2013 10:00	87	1	70	16	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 10:15	122	0	92	28	0	0	0	2	0	0	0	0	0	0	1.6%	0.0%
6/22/2013 10:30	96	1	66	27	0	0	0	0	0	0	0	0	0	0	0.0%	2.1%
6/22/2013 10:45	100	0	82	16	1	1	0	0	2	0	0	0	0	0	2.0%	0.0%
6/22/2013 11:00	111	0	77	33	0	0	0	0	0	0	0	0	0	1	0.0%	0.9%
6/22/2013 11:15	87	2	66	16	0	0	2	0	0	0	0	0	0	0	2.3%	1.1%
6/22/2013 11:30	115	1	94	20	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/22/2013 11:45	88	2	65	16	2	1	0	0	1	1	0	0	0	0	3.4%	2.3%

Traffic Research & Analysis, Inc.
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Client: M.BAKER
 File Number: 1301848
 Route: TOM DARLINGTON DR
 Location: N of CAREFREE HWY

Site Ref: 2
 Direction: SB
 Latitude: 33.80142
 Longitude: -111.92802

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 12:00	106	2	88	14	1	0	0	0	1	0	0	0	0	0	0.9%	0.9%
6/22/2013 12:15	98	0	77	17	0	0	0	0	3	1	0	0	0	0	0.0%	4.1%
6/22/2013 12:30	102	0	84	17	0	0	0	0	1	0	0	0	0	0	0.0%	1.0%
6/22/2013 12:45	90	1	71	14	0	1	0	1	1	0	0	1	0	0	2.2%	2.2%
6/22/2013 13:00	95	1	72	21	0	1	0	0	0	0	0	0	0	0	1.1%	0.0%
6/22/2013 13:15	101	0	76	24	0	1	0	0	0	0	0	0	0	0	1.0%	0.0%
6/22/2013 13:30	102	0	80	21	0	1	0	0	0	0	0	0	0	0	1.0%	0.0%
6/22/2013 13:45	98	1	80	14	0	0	1	1	1	0	0	0	0	0	2.0%	1.0%
6/22/2013 14:00	104	0	82	18	0	0	0	2	1	1	0	0	0	0	1.9%	1.9%
6/22/2013 14:15	87	1	71	13	1	0	0	0	1	0	0	0	0	0	2.3%	0.0%
6/22/2013 14:30	83	0	64	17	1	0	0	0	1	0	0	0	0	0	1.2%	1.2%
6/22/2013 14:45	92	1	67	18	0	0	0	0	6	0	0	0	0	0	0.0%	6.5%
6/22/2013 15:00	90	2	67	20	0	0	0	0	1	0	0	0	0	0	0.0%	1.1%
6/22/2013 15:15	77	2	58	17	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 15:30	77	0	62	14	0	1	0	0	0	0	0	0	0	0	1.3%	0.0%
6/22/2013 15:45	84	3	64	13	3	0	0	0	0	1	0	0	0	0	3.6%	1.2%
6/22/2013 16:00	98	1	76	19	0	0	0	0	0	1	0	1	0	0	0.0%	2.0%
6/22/2013 16:15	97	0	75	21	0	0	0	0	1	0	0	0	0	0	0.0%	1.0%
6/22/2013 16:30	81	0	66	15	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:45	83	0	62	19	0	0	2	0	2	0	0	0	0	0	0.0%	2.4%
6/22/2013 17:00	73	1	59	12	0	0	0	1	0	0	0	0	0	0	1.4%	0.0%
6/22/2013 17:15	45	0	32	11	0	0	0	0	0	0	0	0	0	0	0.0%	4.4%
6/22/2013 17:30	51	1	39	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 17:45	72	0	60	11	1	0	0	0	0	0	0	0	0	0	1.4%	0.0%
6/22/2013 18:00	67	1	56	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:15	60	1	51	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:30	59	1	43	15	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:45	51	1	46	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:00	54	0	37	15	1	0	0	0	0	0	0	0	0	0	3.7%	0.0%
6/22/2013 19:15	44	1	36	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:30	44	2	35	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:45	41	0	32	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:00	56	2	44	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:15	69	5	53	11	0	0	0	0	0	0	0	0	0	0	0.0%	9.5%
6/22/2013 20:30	42	2	32	4	0	0	0	0	3	0	0	0	0	1	0.0%	0.0%
6/22/2013 20:45	44	2	30	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:00	47	0	31	14	0	0	0	1	1	0	0	0	0	0	2.1%	2.1%
6/22/2013 21:15	48	3	38	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:30	48	1	40	6	0	0	0	1	0	0	0	0	0	0	2.1%	0.0%
6/22/2013 21:45	41	1	32	6	0	0	0	0	0	0	2	0	0	0	0.0%	4.9%
6/22/2013 22:00	39	0	29	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:15	33	0	26	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:30	43	0	35	5	0	0	1	2	0	0	0	0	0	0	7.0%	0.0%
6/22/2013 22:45	31	0	25	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:00	19	0	11	4	0	0	0	0	1	1	0	0	0	0	10.5%	10.5%
6/22/2013 23:15	23	0	15	7	0	0	0	0	0	0	0	0	0	0	4.3%	0.0%
6/22/2013 23:30	17	0	9	7	0	0	0	0	1	0	0	0	0	0	0.0%	5.9%
6/22/2013 23:45	17	0	13	3	0	1	0	0	0	0	0	0	0	0	5.9%	0.0%
Day Totals	5012	84	3837	991	11	8	9	14	44	7	2	3	0	2	0.8%	1.2%

AM Peak Hr 10:15 AM
 AM Peak Vol 429
 AM PHF 0.879
 PM Peak Hr 1:15 PM
 PM Peak Vol 405
 PM PHF 0.974

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Site Ref: 2
 Direction: SB
 Latitude: 33.80142
 Longitude: -111.92802

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 0:00	13	1	7	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:15	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:30	15	0	14	0	0	0	0	0	1	0	0	0	0	0	0.0%	6.7%
6/23/2013 0:45	15	0	12	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:00	7	0	6	0	0	0	0	0	1	0	0	0	0	0	0.0%	14.3%
6/23/2013 1:15	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:30	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:45	7	0	2	1	0	0	0	0	4	0	0	0	0	0	0.0%	57.1%
6/23/2013 2:00	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:15	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:30	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:45	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:15	3	0	1	1	0	0	0	0	1	0	0	0	0	0	0.0%	33.3%
6/23/2013 3:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:45	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:15	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:30	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:15	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:30	10	1	8	1	0	0	0	0	0	0	0	0	0	0	0.0%	25.0%
6/23/2013 5:45	4	0	2	1	0	0	0	0	1	0	0	0	0	0	0.0%	6.7%
6/23/2013 6:00	15	0	10	4	0	0	0	0	0	0	0	0	1	0	0.0%	0.0%
6/23/2013 6:15	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:30	20	0	18	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:45	20	0	18	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:00	22	1	19	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:15	28	0	20	7	0	0	0	0	1	0	0	0	0	0	0.0%	3.6%
6/23/2013 7:30	27	4	16	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:45	37	2	24	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:00	32	1	23	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:15	63	3	49	6	0	0	1	1	3	0	0	0	0	0	3.2%	4.8%
6/23/2013 8:30	69	5	56	6	0	0	0	0	1	0	0	0	0	0	0.0%	2.9%
6/23/2013 8:45	85	7	65	13	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:00	42	3	29	8	0	0	0	0	0	0	0	0	0	0	0.0%	4.8%
6/23/2013 9:15	58	3	36	19	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:30	75	6	54	14	0	0	0	0	0	0	1	0	0	0	0.0%	1.3%
6/23/2013 9:45	57	2	45	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 10:00	91	1	81	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 10:15	111	1	87	22	0	1	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 10:30	92	0	72	17	0	2	0	0	0	0	0	0	0	0	0.9%	0.0%
6/23/2013 10:45	90	0	73	14	0	1	0	1	1	0	0	0	0	0	2.2%	1.1%
6/23/2013 11:00	82	0	57	18	0	0	0	1	4	0	0	0	0	0	3.7%	4.9%
6/23/2013 11:15	81	3	69	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:30	91	3	71	17	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:45	90	2	71	15	0	0	1	0	1	0	0	0	0	0	1.1%	1.1%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301848
 Route: TOM DARLINGTON DR
 Location: N of CAREFREE HWY

Site Ref: 2
 Direction: SB
 Latitude: 33.80142
 Longitude: -111.92802

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 12:00	115	5	87	20	0	0	0	0	2	0	0	0	0	1	0.0%	2.6%
6/23/2013 12:15	85	1	69	12	0	0	1	0	2	0	0	0	0	0	1.2%	2.4%
6/23/2013 12:30	65	0	56	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:45	81	0	61	18	0	0	1	0	1	0	0	0	0	0	1.2%	1.2%
6/23/2013 13:00	79	1	66	10	0	0	0	0	2	0	0	0	0	0	0.0%	2.5%
6/23/2013 13:15	86	1	74	10	0	0	1	0	1	0	0	0	0	0	1.2%	0.0%
6/23/2013 13:30	73	3	57	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 13:45	73	0	60	13	0	0	0	0	0	0	0	0	0	0	0.0%	3.0%
6/23/2013 14:00	67	1	53	11	0	0	0	0	1	0	0	0	0	0	1.1%	0.0%
6/23/2013 14:15	88	1	68	18	0	0	0	1	0	0	0	0	0	0	1.7%	0.0%
6/23/2013 14:30	60	0	48	10	0	0	0	0	0	0	0	0	0	0	0.0%	1.9%
6/23/2013 14:45	54	1	45	7	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:00	63	1	51	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:15	67	2	59	6	0	0	0	0	0	0	0	0	0	0	0.0%	1.6%
6/23/2013 15:30	62	0	51	10	0	0	0	0	1	0	0	0	0	0	0.0%	1.4%
6/23/2013 15:45	73	2	59	11	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:00	78	1	62	15	0	0	0	0	0	0	0	0	0	0	0.0%	1.8%
6/23/2013 16:15	56	0	41	13	0	0	0	0	0	1	0	0	0	0	1.8%	3.6%
6/23/2013 16:30	56	1	40	12	0	0	1	0	1	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:45	50	0	41	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:00	55	2	37	14	0	0	0	0	1	0	0	0	0	0	0.0%	3.6%
6/23/2013 17:15	57	3	44	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:30	43	0	32	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:45	38	1	24	12	1	0	0	0	0	0	0	0	0	0	2.6%	0.0%
6/23/2013 18:00	56	0	46	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:15	31	0	19	10	1	0	0	0	1	0	0	0	0	0	3.2%	0.0%
6/23/2013 18:30	45	0	36	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:45	47	0	36	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:00	30	1	23	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:15	41	0	33	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:30	46	1	40	4	0	0	0	0	1	0	0	0	0	0	0.0%	2.2%
6/23/2013 19:45	29	1	21	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:00	34	0	29	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:15	42	2	30	9	0	0	0	0	0	0	0	0	0	0	0.0%	2.4%
6/23/2013 20:30	19	0	12	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:45	25	0	20	4	0	0	0	0	1	0	0	0	0	0	4.3%	4.0%
6/23/2013 21:00	23	0	18	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:15	14	0	11	2	0	0	0	0	1	0	0	0	0	0	0.0%	7.1%
6/23/2013 21:30	26	0	22	3	0	0	0	0	0	0	0	0	0	0	0.0%	3.8%
6/23/2013 21:45	20	0	16	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:00	21	0	17	3	1	0	0	0	0	0	0	0	0	0	4.8%	0.0%
6/23/2013 22:15	16	2	11	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:30	13	0	10	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:45	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:30	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:45	5	0	4	0	0	0	1	0	0	0	0	0	0	0	20.0%	0.0%
Day Totals	3758	83	2932	669	3	3	11	6	38	1	7	2	1	2	0.6%	1.4%

AM Peak Hr
 AM Peak Vol 384
 AM PHF 0.865
 PM Peak Hr
 PM Peak Vol 346
 PM PHF 0.752

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M.BAKER
 File Number: 1301849
 Route: E CAVE CREEK RD
 Location: E of MULE TRAIN RD

Site Ref: 3
 Direction: EB
 Latitude: 33.81611
 Longitude: -111.90761

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 0:00	5	0	3	1	0	0	0	0	1	0	0	0	0	0	0.0%	20.0%
6/22/2013 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 0:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:45	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:15	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:45	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 3:15	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 4:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0%	100.0%
6/22/2013 4:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:45	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:15	7	0	3	4	0	0	0	0	2	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:30	7	0	0	5	0	0	0	0	2	0	0	0	0	0	0.0%	28.6%
6/22/2013 5:45	9	0	4	4	0	0	0	0	1	0	0	0	0	0	0.0%	11.1%
6/22/2013 6:00	13	1	4	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:15	17	4	4	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:30	16	3	5	6	0	0	0	0	2	0	0	0	0	0	0.0%	12.5%
6/22/2013 6:45	23	1	13	7	0	1	0	0	1	0	0	0	0	0	4.3%	4.3%
6/22/2013 7:00	15	0	3	10	0	0	0	0	0	0	0	0	0	0	13.3%	0.0%
6/22/2013 7:15	22	0	15	7	0	2	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:30	35	3	13	18	1	0	0	0	0	0	0	0	0	0	2.9%	0.0%
6/22/2013 7:45	22	0	13	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 8:00	18	1	8	9	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/22/2013 8:15	19	0	14	4	0	0	0	0	0	0	0	0	0	0	0.0%	5.3%
6/22/2013 8:30	29	3	12	14	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 8:45	22	2	15	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 9:00	33	1	20	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 9:15	34	0	21	10	0	2	0	0	1	0	0	0	0	0	5.9%	2.9%
6/22/2013 9:30	50	4	22	22	0	0	0	1	1	0	0	0	0	0	2.0%	2.0%
6/22/2013 9:45	41	2	22	17	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/22/2013 10:00	50	0	30	19	0	0	0	0	1	0	0	0	0	0	0.0%	2.0%
6/22/2013 10:15	37	0	16	18	0	0	0	0	3	0	0	0	0	0	0.0%	8.1%
6/22/2013 10:30	52	5	27	18	0	1	0	0	1	0	0	0	0	0	1.9%	1.9%
6/22/2013 10:45	44	0	30	12	0	0	0	0	2	0	0	0	0	0	0.0%	4.5%
6/22/2013 11:00	31	1	13	16	0	0	0	0	1	0	0	0	0	0	0.0%	3.2%
6/22/2013 11:15	32	0	17	14	0	0	0	0	1	0	0	0	0	0	0.0%	3.1%
6/22/2013 11:30	37	1	27	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 11:45	40	2	26	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M.BAKER
 File Number: 1301849
 Route: E CAVE CREEK RD
 Location: E of MULE TRAIN RD

Site Ref: 3
 Direction: EB
 Latitude: 33.81611
 Longitude: -111.90761

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 12:00	37	2	24	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 12:15	45	1	32	11	0	0	0	1	0	0	0	0	0	0	0.0%	2.2%
6/22/2013 12:30	39	2	22	15	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 12:45	40	0	24	14	0	1	0	1	0	0	0	0	0	0	2.5%	2.5%
6/22/2013 13:00	36	1	24	10	0	0	0	1	0	0	0	0	0	0	2.8%	0.0%
6/22/2013 13:15	33	0	23	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 13:30	46	0	29	16	0	0	0	1	0	0	0	0	0	0	0.0%	2.2%
6/22/2013 13:45	39	1	27	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 14:00	40	2	30	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 14:15	32	2	22	7	0	0	0	1	0	0	0	0	0	0	0.0%	3.1%
6/22/2013 14:30	30	0	18	11	0	0	0	1	0	0	0	0	0	0	0.0%	3.3%
6/22/2013 14:45	26	1	16	7	1	0	0	0	0	0	0	0	0	0	3.8%	3.8%
6/22/2013 15:00	40	0	25	14	0	0	0	1	0	0	0	0	0	0	0.0%	2.5%
6/22/2013 15:15	37	0	22	10	0	0	1	4	0	0	0	0	0	0	2.7%	10.8%
6/22/2013 15:30	31	0	21	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 15:45	35	0	21	14	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:00	31	0	18	12	0	0	0	1	0	0	0	0	0	0	0.0%	3.2%
6/22/2013 16:15	36	2	25	8	0	0	0	1	0	0	0	0	0	0	0.0%	2.8%
6/22/2013 16:30	34	1	24	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:45	42	1	31	9	0	0	0	1	0	0	0	0	0	0	4.3%	8.7%
6/22/2013 17:00	23	0	11	9	0	0	0	2	0	0	0	0	0	0	2.9%	5.9%
6/22/2013 17:15	34	0	21	10	0	0	1	2	0	0	0	0	0	0	0.0%	3.7%
6/22/2013 17:30	27	1	18	7	0	0	0	0	0	0	1	0	0	0	0.0%	7.1%
6/22/2013 17:45	28	1	13	12	0	0	0	2	0	0	0	0	0	0	0.0%	2.3%
6/22/2013 18:00	43	0	29	13	0	0	0	1	0	0	0	0	0	0	0.0%	2.1%
6/22/2013 18:15	47	2	31	13	0	0	0	1	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:30	28	1	21	6	0	0	0	0	0	0	0	0	0	0	0.0%	2.8%
6/22/2013 18:45	36	0	28	7	0	0	0	1	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:00	30	0	27	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:15	27	2	16	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:30	15	0	10	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:45	23	2	13	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:00	25	1	16	7	0	0	0	1	0	0	0	0	0	0	0.0%	4.0%
6/22/2013 20:15	13	1	8	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:30	13	0	8	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:45	22	0	16	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:00	20	1	14	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:15	17	1	13	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:30	20	1	12	5	0	0	0	1	0	0	1	0	0	0	5.0%	5.0%
6/22/2013 21:45	20	0	15	4	0	0	0	1	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:00	10	0	7	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:15	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:30	9	1	6	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:15	8	0	4	3	0	0	0	0	0	0	0	0	0	0	0.0%	12.5%
6/22/2013 23:30	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	2087	66	1274	684	2	7	2	5	45	0	2	0	0	0	0.8%	2.3%

AM Peak Hr 10:00 AM
 AM Peak Vol 183
 AM PHF 0.880
 PM Peak Hr 12:00 PM
 PM Peak Vol 161
 PM PHF 0.894

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M.BAKER
 File Number: 1301849
 Route: E CAVE CREEK RD
 Location: E of MULE TRAIN RD

Site Ref: 3
 Direction: EB
 Latitude: 33.81611
 Longitude: -111.90761

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 0:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0	25.0%	0.0%
6/23/2013 0:15	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 0:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:15	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 3:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:15	3	0	0	2	0	0	0	1	0	0	0	0	0	0	0.0%	33.3%
6/23/2013 4:30	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:15	4	0	0	4	0	0	0	0	1	0	0	0	0	0	0.0%	11.1%
6/23/2013 5:30	9	1	3	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:45	9	0	4	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:00	6	0	2	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:15	12	0	6	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:30	9	3	4	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:45	14	1	9	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:00	22	3	11	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:15	32	3	19	9	0	0	0	0	1	0	0	0	0	0	0.0%	3.1%
6/23/2013 7:30	17	2	11	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:45	17	2	9	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:00	26	6	12	6	0	1	1	0	0	0	0	0	0	0	0.0%	7.7%
6/23/2013 8:15	16	2	8	5	0	1	0	0	0	0	0	0	0	0	6.3%	0.0%
6/23/2013 8:30	36	5	18	9	0	2	0	1	1	0	0	0	0	0	8.3%	2.8%
6/23/2013 8:45	52	4	33	14	0	0	0	0	1	0	0	0	0	0	0.0%	1.9%
6/23/2013 9:00	33	5	15	13	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:15	38	2	28	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:30	26	3	14	8	0	1	0	0	0	0	0	0	0	0	3.8%	0.0%
6/23/2013 9:45	31	3	18	8	0	0	0	0	1	0	0	0	0	0	0.0%	6.5%
6/23/2013 10:00	39	1	30	8	0	0	0	0	1	0	1	0	0	0	0.0%	0.0%
6/23/2013 10:15	45	3	24	17	0	0	0	0	1	0	0	0	0	0	0.0%	2.2%
6/23/2013 10:30	55	1	38	15	0	0	0	0	1	0	0	0	0	0	0.0%	1.8%
6/23/2013 10:45	58	1	39	18	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:00	43	3	23	14	0	0	0	0	2	0	0	1	0	0	0.0%	7.0%
6/23/2013 11:15	44	4	26	13	0	1	0	0	0	0	0	0	0	0	2.3%	0.0%
6/23/2013 11:30	51	0	41	9	0	0	0	0	1	0	0	0	0	0	0.0%	2.0%
6/23/2013 11:45	37	0	25	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M.BAKER
 File Number: 1301849
 Route: E CAVE CREEK RD
 Location: E of MULE TRAIN RD

Site Ref: 3
 Direction: EB
 Latitude: 33.81611
 Longitude: -111.90761

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 12:00	28	1	15	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:15	41	0	30	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:30	32	0	25	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:45	27	1	19	6	0	0	1	0	0	0	0	0	0	0	3.7%	0.0%
6/23/2013 13:00	37	1	19	16	0	0	0	1	0	0	0	0	0	0	0.0%	2.7%
6/23/2013 13:15	36	3	26	6	0	0	0	1	0	0	0	0	0	0	0.0%	2.8%
6/23/2013 13:30	33	1	20	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 13:45	32	2	24	5	0	0	0	1	0	0	0	0	0	0	0.0%	3.1%
6/23/2013 14:00	37	2	27	7	0	0	0	1	0	0	0	0	0	0	0.0%	2.7%
6/23/2013 14:15	20	0	16	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:30	40	0	29	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:45	33	1	27	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:00	28	0	22	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:15	29	0	19	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:30	20	0	12	7	0	0	0	0	0	0	0	1	0	0	0.0%	5.0%
6/23/2013 15:45	25	1	18	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:00	23	0	19	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:15	14	2	7	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:30	22	1	14	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:45	16	1	7	7	0	0	0	0	0	0	1	0	0	0	0.0%	6.3%
6/23/2013 17:00	18	1	14	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:15	33	0	27	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:30	26	0	16	9	1	0	0	0	0	0	0	0	0	0	3.8%	0.0%
6/23/2013 17:45	16	0	11	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:00	18	0	12	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:15	24	1	12	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:30	19	0	15	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:45	18	1	12	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:00	21	0	15	5	0	1	0	0	0	0	0	0	0	0	4.8%	0.0%
6/23/2013 19:15	16	0	13	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:30	23	1	17	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:45	13	2	8	2	0	0	0	0	0	1	0	0	0	0	0.0%	7.7%
6/23/2013 20:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:15	16	1	11	3	0	0	1	0	0	0	0	0	0	0	6.3%	0.0%
6/23/2013 20:30	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:45	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:00	11	1	7	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:15	10	1	6	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:45	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:15	10	3	4	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:30	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:45	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:00	3	0	2	0	0	0	0	0	1	0	0	0	0	0	0.0%	33.3%
6/23/2013 23:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:45	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	1746	87	1145	480	1	7	3	2	16	1	2	2	0	0	0.7%	1.2%

AM Peak Hr 10:15 AM
 AM Peak Vol 201
 AM PHF 0.866
 PM Peak Hr 1:00 PM
 PM Peak Vol 138
 PM PHF 0.932

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M.BAKER
 File Number: 1301850
 Route: E CAVE CREEK RD
 Location: E of MULE TRAIN RD

Site Ref: 3
 Direction: WB
 Latitude: 33.81624
 Longitude: -111.90707

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pctSU	pctCB
6/22/2013 0:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:15	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:30	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:00	5	0	2	2	0	0	0	0	1	0	0	0	0	0	0.0%	20.0%
6/22/2013 1:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:30	3	0	1	1	0	0	0	0	1	0	0	0	0	0	0.0%	33.3%
6/22/2013 1:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:00	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0.0%	50.0%
6/22/2013 2:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:45	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 3:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 4:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:30	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:45	10	0	7	2	0	0	1	0	0	0	0	0	0	0	10.0%	0.0%
6/22/2013 6:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:15	10	0	7	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:30	9	0	4	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:45	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:00	21	2	14	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:15	27	2	17	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:30	34	2	25	6	0	0	0	0	1	0	0	0	0	0	0.0%	2.9%
6/22/2013 7:45	46	3	32	11	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/22/2013 8:00	27	3	16	7	0	0	0	0	1	0	0	0	0	0	0.0%	3.7%
6/22/2013 8:15	32	4	18	7	0	0	0	0	3	0	0	0	0	0	0.0%	9.4%
6/22/2013 8:30	35	3	19	11	0	0	1	0	1	0	0	0	0	0	2.9%	2.9%
6/22/2013 8:45	36	3	17	14	0	0	0	0	2	0	0	0	0	0	0.0%	5.6%
6/22/2013 9:00	35	2	21	11	0	0	0	0	1	0	0	0	0	0	0.0%	2.9%
6/22/2013 9:15	33	1	21	11	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/22/2013 9:30	33	2	21	9	0	0	0	0	1	0	0	0	0	0	0.0%	3.0%
6/22/2013 9:45	34	1	28	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 10:00	37	3	23	10	0	0	1	0	0	0	0	0	0	0	2.7%	0.0%
6/22/2013 10:15	39	1	22	15	0	0	1	0	0	0	0	0	0	0	2.6%	0.0%
6/22/2013 10:30	38	1	24	12	0	0	0	0	1	0	0	0	0	0	0.0%	2.6%
6/22/2013 10:45	48	4	33	8	0	0	0	1	2	0	0	0	0	0	2.1%	4.2%
6/22/2013 11:00	43	0	33	9	0	0	1	0	0	0	0	0	0	0	2.3%	0.0%
6/22/2013 11:15	42	6	26	9	0	0	0	0	1	0	0	0	0	0	0.0%	2.4%
6/22/2013 11:30	39	3	24	10	0	0	0	0	2	0	0	0	0	0	0.0%	5.1%
6/22/2013 11:45	36	2	26	6	1	0	0	0	0	1	0	0	0	0	2.8%	2.8%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
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Client: M.BAKER
 File Number: 1301850
 Route: E CAVE CREEK RD
 Location: E of MULE TRAIN RD

Site Ref: 3
 Direction: WB
 Latitude: 33.81624
 Longitude: -111.90707

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 12:00	47	4	31	10	0	0	0	0	1	0	0	0	0	1	0.0%	4.3%
6/22/2013 12:15	47	1	32	12	0	0	0	0	1	0	1	0	0	0	0.0%	4.3%
6/22/2013 12:30	37	1	27	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 12:45	37	0	24	13	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 13:00	33	0	25	7	0	1	0	0	0	0	0	0	0	0	3.0%	0.0%
6/22/2013 13:15	43	3	28	11	0	0	0	0	1	0	0	0	0	0	0.0%	2.3%
6/22/2013 13:30	32	0	25	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 13:45	31	0	22	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 14:00	38	0	26	10	0	0	0	0	1	0	0	0	0	0	2.6%	0.0%
6/22/2013 14:15	31	0	22	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 14:30	34	0	27	5	0	0	0	1	1	0	0	0	0	0	2.9%	2.9%
6/22/2013 14:45	33	0	21	10	0	0	0	1	0	0	0	0	0	0	6.1%	0.0%
6/22/2013 15:00	36	0	27	8	0	0	0	0	1	0	0	0	0	0	0.0%	2.8%
6/22/2013 15:15	21	0	13	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 15:30	27	2	19	5	0	0	0	0	1	0	0	0	0	0	0.0%	3.7%
6/22/2013 15:45	29	0	18	9	0	0	0	0	0	0	1	0	0	0	0.0%	6.9%
6/22/2013 16:00	22	0	20	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:15	37	1	24	11	0	0	1	0	0	0	0	0	0	0	2.7%	0.0%
6/22/2013 16:30	29	0	18	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:45	33	1	27	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 17:00	29	0	18	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 17:15	30	0	24	5	0	0	0	0	1	0	0	0	0	0	0.0%	3.3%
6/22/2013 17:30	23	1	14	5	1	0	0	0	2	0	0	0	0	0	4.3%	8.7%
6/22/2013 17:45	61	1	51	8	0	0	0	0	0	0	0	1	0	0	0.0%	1.6%
6/22/2013 18:00	28	0	21	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:15	32	0	21	10	0	0	0	0	0	0	0	1	0	0	0.0%	3.1%
6/22/2013 18:30	16	0	11	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:45	26	0	20	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:00	28	3	15	9	0	0	0	0	1	0	0	0	0	0	0.0%	3.6%
6/22/2013 19:15	32	1	22	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:30	39	5	27	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:45	26	2	16	7	0	0	0	0	1	0	0	0	0	0	0.0%	3.8%
6/22/2013 20:00	29	0	19	7	0	0	0	0	3	0	0	0	0	0	0.0%	10.3%
6/22/2013 20:15	35	4	20	9	0	1	0	0	1	0	0	0	0	0	2.9%	2.9%
6/22/2013 20:30	22	0	18	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:45	18	0	11	6	0	0	0	0	0	0	0	0	0	0	0.0%	5.6%
6/22/2013 21:00	18	1	13	3	0	0	0	0	1	0	0	0	0	0	0.0%	5.6%
6/22/2013 21:15	20	0	14	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:30	9	3	3	2	0	0	0	0	1	0	0	0	0	0	0.0%	11.1%
6/22/2013 21:45	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:00	19	4	10	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:15	13	0	10	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:30	11	0	8	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:45	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:00	11	0	8	2	0	0	0	0	1	0	0	0	0	0	0.0%	9.1%
6/22/2013 23:15	3	0	2	0	0	0	0	0	1	0	0	0	0	0	0.0%	33.3%
6/22/2013 23:30	7	0	3	3	0	0	0	0	1	0	0	0	0	0	0.0%	14.3%
6/22/2013 23:45	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	2098	87	1417	531	3	3	6	3	41	1	2	3	0	1	0.7%	2.3%

AM Peak Hr 10:45 AM
 AM Peak Vol 172
 AM PHF 0.896
 PM Peak Hr 12:00 PM
 PM Peak Vol 168
 PM PHF 0.894

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M.BAKER
 File Number: 1301850
 Route: E CAVE CREEK RD
 Location: E of MULE TRAIN RD

Site Ref: 3
 Direction: WB
 Latitude: 33.81624
 Longitude: -111.90707

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pctSU	pctCB
6/23/2013 0:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:15	4	0	1	2	0	0	0	0	1	0	0	0	0	0	0.0%	25.0%
6/23/2013 0:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:45	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0.0%	50.0%
6/23/2013 1:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 1:30	7	2	1	1	0	0	0	0	3	0	0	0	0	0	0.0%	42.9%
6/23/2013 1:45	6	1	2	1	0	0	0	0	2	0	0	0	0	0	0.0%	33.3%
6/23/2013 2:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:15	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:30	4	0	2	1	0	0	0	0	1	0	0	0	0	0	0.0%	25.0%
6/23/2013 2:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0%	100.0%
6/23/2013 3:30	4	0	2	1	0	0	0	0	1	0	0	0	0	0	0.0%	25.0%
6/23/2013 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:30	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0%	100.0%
6/23/2013 5:45	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:00	9	1	6	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:15	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:45	12	3	5	4	0	0	0	0	1	0	0	0	0	0	0.0%	12.5%
6/23/2013 7:00	8	0	6	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:15	12	1	6	4	0	0	0	0	1	0	0	0	0	0	0.0%	8.3%
6/23/2013 7:30	20	3	14	3	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:45	17	6	7	3	0	0	0	0	1	0	0	0	0	0	0.0%	5.9%
6/23/2013 8:00	21	3	11	6	0	0	0	0	1	0	0	0	0	0	0.0%	4.8%
6/23/2013 8:15	64	5	47	9	0	0	2	0	0	0	0	0	0	1	3.1%	1.6%
6/23/2013 8:30	25	2	18	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:45	34	1	20	13	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:00	42	5	21	13	0	0	0	0	2	1	0	0	0	0	0.0%	7.1%
6/23/2013 9:15	26	2	14	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:30	20	0	11	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:45	42	5	26	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 10:00	71	2	58	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 10:15	43	3	26	12	0	0	0	0	2	0	0	0	0	0	0.0%	4.7%
6/23/2013 10:30	35	3	24	6	0	0	1	0	1	0	0	0	0	0	2.9%	2.9%
6/23/2013 10:45	43	5	30	7	0	0	0	0	1	0	0	0	0	0	0.0%	2.3%
6/23/2013 11:00	42	3	23	16	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:15	38	1	29	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:30	33	1	19	11	0	0	0	0	1	0	0	0	0	0	2.6%	0.0%
6/23/2013 11:45	43	2	30	9	0	0	0	0	2	0	0	0	0	0	0.0%	6.1%
															0.0%	4.7%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M.BAKER
 File Number: 1301850
 Route: E CAVE CREEK RD
 Location: E of MULE TRAIN RD

Site Ref: 3
 Direction: WB
 Latitude: 33.81624
 Longitude: -111.90707

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 12:00	70	0	56	13	0	0	0	0	1	0	0	0	0	0	0.0%	1.4%
6/23/2013 12:15	41	3	26	11	0	0	0	0	1	0	0	0	0	0	0.0%	2.4%
6/23/2013 12:30	26	2	16	6	0	0	0	0	2	0	0	0	0	0	0.0%	7.7%
6/23/2013 12:45	33	0	18	13	0	0	0	0	1	1	0	0	0	0	0.0%	6.1%
6/23/2013 13:00	29	0	20	8	0	0	0	0	1	0	0	0	0	0	0.0%	3.4%
6/23/2013 13:15	29	2	21	4	0	0	0	0	2	0	0	0	0	0	0.0%	6.9%
6/23/2013 13:30	22	0	15	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 13:45	39	5	28	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:00	29	3	15	8	0	0	0	0	3	0	0	0	0	0	0.0%	10.3%
6/23/2013 14:15	22	0	15	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:30	25	5	13	5	0	0	0	0	1	0	0	1	0	0	0.0%	8.0%
6/23/2013 14:45	25	2	16	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:00	33	2	24	4	0	0	0	1	2	0	0	0	0	0	3.0%	6.1%
6/23/2013 15:15	25	1	12	10	0	0	0	0	2	0	0	0	0	0	0.0%	8.0%
6/23/2013 15:30	26	2	18	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:45	20	1	18	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:00	31	1	21	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:15	28	0	18	9	0	0	0	0	1	0	0	0	0	0	0.0%	3.6%
6/23/2013 16:30	20	0	14	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:45	27	0	23	3	0	0	0	0	0	0	0	1	0	0	0.0%	3.7%
6/23/2013 17:00	31	0	22	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:15	21	0	13	7	0	0	0	0	1	0	0	0	0	0	0.0%	4.8%
6/23/2013 17:30	34	0	19	14	0	0	0	0	0	0	0	0	0	0	0.0%	2.9%
6/23/2013 17:45	30	2	15	8	0	0	0	0	2	0	1	1	0	1	0.0%	16.7%
6/23/2013 18:00	22	0	16	5	0	0	0	0	1	0	0	0	0	0	0.0%	4.5%
6/23/2013 18:15	18	0	15	2	1	0	0	0	0	0	0	0	0	0	5.6%	0.0%
6/23/2013 18:30	20	0	16	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:45	21	1	13	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:00	29	1	19	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:15	18	1	12	3	0	0	0	0	1	1	0	0	0	0	0.0%	11.1%
6/23/2013 19:30	17	0	13	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:45	13	0	8	4	0	0	0	0	0	0	0	0	0	0	7.7%	0.0%
6/23/2013 20:00	20	0	13	4	0	0	0	0	2	0	0	1	0	0	0.0%	15.0%
6/23/2013 20:15	16	0	8	6	0	0	0	0	0	0	0	0	0	0	0.0%	12.5%
6/23/2013 20:30	20	0	15	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:45	11	0	5	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:00	10	0	8	1	0	0	0	0	1	0	0	0	0	0	0.0%	10.0%
6/23/2013 21:15	21	15	3	2	0	0	0	0	0	0	0	0	0	0	0.0%	4.8%
6/23/2013 21:30	8	0	6	1	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:45	9	0	7	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:15	9	1	6	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:30	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:45	6	1	3	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:15	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	1792	112	1168	440	1	1	4	1	54	3	2	4	0	2	0.4%	3.6%

AM Peak Hr 10:00 AM
 AM Peak Vol 192
 AM PHF 0.676
 PM Peak Hr 12:00 PM
 PM Peak Vol 170
 PM PHF 0.607

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301851
 Route: TOM DARLINGTON DR
 Location: N of BLOODY BASIN RD

Site Ref: 4
 Direction: NB
 Latitude: 33.82057
 Longitude: -111.92437

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 0:00	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:15	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:45	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:15	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:15	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 3:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	100.0%	100.0%
6/22/2013 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:30	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 4:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:30	7	0	3	2	0	1	1	0	0	0	0	0	0	0	28.6%	0.0%
6/22/2013 4:45	4	0	2	1	0	0	0	0	0	0	0	0	0	0	25.0%	0.0%
6/22/2013 5:00	4	0	2	1	0	0	0	0	0	0	0	0	0	0	25.0%	0.0%
6/22/2013 5:15	10	0	4	4	0	0	0	0	0	0	0	1	0	0	10.0%	10.0%
6/22/2013 5:30	10	0	3	5	0	0	0	0	0	0	0	0	0	0	20.0%	0.0%
6/22/2013 5:45	28	0	18	6	0	1	2	0	0	0	1	0	0	0	10.7%	3.6%
6/22/2013 6:00	24	0	11	9	0	0	1	1	0	0	0	0	0	0	16.7%	0.0%
6/22/2013 6:15	25	1	15	9	0	0	1	1	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:30	22	0	8	10	0	0	2	1	1	0	0	0	0	0	13.6%	4.5%
6/22/2013 6:45	33	0	12	17	0	1	2	0	0	0	0	1	0	0	9.1%	3.0%
6/22/2013 7:00	31	0	13	16	0	1	0	0	1	0	0	0	0	0	3.2%	3.2%
6/22/2013 7:15	59	0	27	28	0	1	3	0	0	0	0	0	0	0	6.8%	0.0%
6/22/2013 7:30	75	0	30	40	0	2	1	0	0	0	0	1	0	1	4.0%	2.7%
6/22/2013 7:45	85	1	32	48	0	1	1	1	2	0	0	0	0	0	2.4%	2.4%
6/22/2013 8:00	69	0	28	36	0	1	1	0	1	0	0	1	0	0	2.9%	4.3%
6/22/2013 8:15	74	0	33	36	0	2	1	0	1	0	0	1	0	0	4.1%	2.7%
6/22/2013 8:30	64	0	30	28	0	4	0	0	0	0	1	0	0	0	7.8%	1.6%
6/22/2013 8:45	74	0	31	36	0	1	3	0	2	1	0	0	0	0	5.4%	4.1%
6/22/2013 9:00	73	1	34	36	0	1	1	0	0	0	0	0	0	0	2.7%	0.0%
6/22/2013 9:15	83	0	41	36	1	1	2	0	2	0	0	0	0	0	4.8%	2.4%
6/22/2013 9:30	91	1	34	51	0	0	5	0	0	0	0	0	0	0	5.5%	0.0%
6/22/2013 9:45	92	0	40	50	0	1	1	0	0	0	0	0	0	0	2.2%	0.0%
6/22/2013 10:00	104	0	37	60	0	0	6	0	1	0	0	0	0	0	5.8%	1.0%
6/22/2013 10:15	99	0	36	55	0	0	0	0	1	1	0	0	0	0	6.1%	2.0%
6/22/2013 10:30	102	0	33	60	1	3	2	0	3	0	0	0	0	0	5.9%	2.9%
6/22/2013 10:45	99	1	47	45	0	0	3	0	2	0	1	0	0	0	3.0%	3.0%
6/22/2013 11:00	98	1	32	58	0	3	3	0	1	0	0	0	0	0	6.1%	1.0%
6/22/2013 11:15	93	0	37	53	0	0	2	0	0	0	0	0	0	0	2.2%	1.1%
6/22/2013 11:30	81	0	44	32	0	0	1	1	2	0	0	0	0	1	2.5%	3.7%
6/22/2013 11:45	63	0	28	32	0	1	1	0	1	0	0	0	0	0	3.2%	1.6%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301851
 Route: TOM DARLINGTON DR
 Location: N of BLOODY BASIN RD

Site Ref: 4
 Direction: NB
 Latitude: 33.82057
 Longitude: -111.92437

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 12:00	70	0	18	50	0	0	1	0	0	0	0	0	1	0	1.4%	1.4%
6/22/2013 12:15	96	0	23	66	0	2	5	0	0	0	0	0	0	0	7.3%	0.0%
6/22/2013 12:30	80	0	31	57	1	2	1	0	0	0	0	0	0	0	4.8%	1.2%
6/22/2013 12:45	83	0	21	43	1	0	5	0	0	0	0	0	0	0	7.5%	0.0%
6/22/2013 13:00	71	0	20	49	0	1	1	0	0	0	0	0	0	0	2.8%	0.0%
6/22/2013 13:15	86	1	40	43	1	0	0	0	0	1	0	0	0	0	2.3%	0.0%
6/22/2013 13:30	86	1	40	44	0	0	0	0	0	1	0	0	0	0	0.0%	1.2%
6/22/2013 13:45	71	1	26	37	0	4	1	0	1	1	0	0	0	0	7.0%	2.8%
6/22/2013 14:00	83	0	25	54	0	2	1	1	0	0	0	0	0	0	4.8%	0.0%
6/22/2013 14:15	66	0	26	36	0	1	2	0	0	0	0	1	0	0	4.5%	1.5%
6/22/2013 14:30	57	0	17	38	0	1	0	0	1	0	0	0	0	0	1.8%	1.8%
6/22/2013 14:45	78	1	32	43	0	2	0	0	0	0	0	0	0	0	2.6%	0.0%
6/22/2013 15:00	51	0	18	29	0	1	0	1	2	0	0	0	0	0	3.9%	3.9%
6/22/2013 15:15	68	1	29	35	0	2	0	1	0	0	0	0	0	0	2.9%	1.5%
6/22/2013 15:30	72	0	26	36	0	4	4	1	0	0	1	0	0	0	12.5%	1.4%
6/22/2013 15:45	53	0	19	31	1	1	0	0	0	1	0	0	0	0	3.8%	1.9%
6/22/2013 16:00	69	0	26	36	0	2	3	0	1	1	0	0	0	0	7.2%	2.9%
6/22/2013 16:15	56	0	17	38	0	1	0	0	0	0	0	0	0	0	1.8%	0.0%
6/22/2013 16:30	51	0	15	36	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:45	71	0	18	50	0	0	1	1	1	0	0	0	0	0	2.8%	1.4%
6/22/2013 17:00	66	0	28	32	0	2	3	0	1	0	0	0	0	0	7.6%	1.5%
6/22/2013 17:15	69	0	21	43	0	4	0	1	3	0	0	0	0	0	5.6%	4.2%
6/22/2013 17:45	71	0	26	41	0	2	1	0	1	0	0	0	0	0	7.2%	0.0%
6/22/2013 18:00	57	0	15	39	0	0	1	0	0	0	0	2	0	0	1.8%	3.5%
6/22/2013 18:15	51	0	19	32	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:30	61	0	23	33	0	0	4	0	0	1	0	0	0	0	6.6%	1.6%
6/22/2013 18:45	61	0	19	39	0	1	0	1	0	0	0	0	0	0	3.3%	1.6%
6/22/2013 19:00	52	1	23	23	0	0	5	0	0	0	0	0	0	0	9.6%	0.0%
6/22/2013 19:15	56	0	20	34	0	1	1	0	0	0	0	0	0	0	3.6%	0.0%
6/22/2013 19:30	48	0	15	26	0	1	5	0	1	0	0	0	0	0	12.5%	2.1%
6/22/2013 19:45	44	1	12	28	0	1	1	0	0	0	0	0	0	1	4.5%	2.3%
6/22/2013 20:00	34	0	14	18	0	1	1	0	0	0	0	0	0	0	5.9%	0.0%
6/22/2013 20:15	33	0	12	15	0	2	4	0	0	0	0	0	0	0	18.2%	0.0%
6/22/2013 20:30	37	0	9	24	0	0	3	0	1	0	0	0	0	0	8.1%	2.7%
6/22/2013 20:45	13	0	4	3	0	0	5	0	0	0	0	0	0	1	38.5%	7.7%
6/22/2013 21:00	26	0	7	17	0	0	2	0	0	0	0	0	0	0	7.7%	0.0%
6/22/2013 21:15	21	0	6	13	0	0	1	0	0	0	1	0	0	0	4.8%	4.8%
6/22/2013 21:30	15	0	6	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:45	26	0	10	16	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:00	18	0	9	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:15	12	0	6	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:30	13	1	5	6	0	0	1	0	0	0	0	0	0	0	7.7%	0.0%
6/22/2013 22:45	9	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:00	9	0	2	6	0	1	0	0	0	0	0	0	0	0	11.1%	0.0%
6/22/2013 23:15	5	0	3	1	0	0	1	0	0	0	0	0	0	0	20.0%	0.0%
6/22/2013 23:30	9	0	3	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:45	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	4213	16	1594	2327	9	72	119	11	39	7	6	8	1	4	5.0%	1.5%

AM Peak Hr 10:00 AM
 AM Peak Vol 404
 AM PHF 0.971
 PM Peak Hr 12:15 PM
 PM Peak Vol 330
 PM PHF 0.859

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Site Ref: 4
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 Longitude: -111.92437

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 0:00	8	0	2	5	0	1	0	0	0	0	0	0	0	0	12.5%	0.0%
6/23/2013 0:15	7	0	1	5	0	1	0	0	0	0	0	0	0	0	14.3%	0.0%
6/23/2013 0:30	4	0	1	2	0	0	0	0	0	0	0	0	0	0	25.0%	0.0%
6/23/2013 0:45	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:45	4	0	1	2	0	1	0	0	0	0	0	0	0	0	25.0%	0.0%
6/23/2013 2:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 2:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 3:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 3:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:15	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0.0%	100.0%
6/23/2013 4:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:45	3	0	0	2	0	1	0	0	0	0	0	0	0	0	33.3%	0.0%
6/23/2013 5:00	3	0	1	1	0	1	0	0	0	0	0	0	0	0	33.3%	0.0%
6/23/2013 5:15	4	0	1	2	0	1	0	0	0	0	0	0	0	0	25.0%	0.0%
6/23/2013 5:30	14	0	6	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:45	9	0	2	6	0	0	0	0	0	0	1	0	0	0	0.0%	11.1%
6/23/2013 6:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:15	20	1	6	11	0	0	0	0	0	0	0	0	0	0	10.0%	0.0%
6/23/2013 6:30	10	0	4	5	0	0	0	0	0	0	1	0	0	0	0.0%	10.0%
6/23/2013 6:45	24	0	8	16	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:00	20	2	10	6	0	1	0	0	0	0	0	0	0	0	10.0%	0.0%
6/23/2013 7:15	20	0	8	11	0	1	0	0	0	0	0	0	0	0	5.0%	0.0%
6/23/2013 7:30	36	0	13	19	0	1	0	0	0	0	0	0	0	0	11.1%	0.0%
6/23/2013 7:45	29	6	8	13	0	0	1	0	0	0	0	0	0	0	3.4%	3.4%
6/23/2013 8:00	21	0	7	11	0	2	1	0	0	0	0	0	0	0	14.3%	0.0%
6/23/2013 8:15	25	1	7	13	0	2	1	0	1	0	0	0	0	0	12.0%	4.0%
6/23/2013 8:30	29	0	8	19	0	0	2	0	0	0	0	0	0	0	6.9%	0.0%
6/23/2013 8:45	37	0	18	16	0	1	1	0	1	0	0	0	0	0	5.4%	2.7%
6/23/2013 9:00	34	1	10	20	0	2	1	0	0	0	0	0	0	0	8.8%	0.0%
6/23/2013 9:15	37	0	14	21	0	0	2	0	0	0	0	0	0	0	5.4%	0.0%
6/23/2013 9:30	43	0	15	22	0	1	3	1	1	0	0	0	0	0	11.6%	2.3%
6/23/2013 9:45	53	1	16	32	0	1	3	0	0	0	0	0	0	0	7.5%	0.0%
6/23/2013 10:00	62	0	20	36	0	1	5	0	0	0	0	0	0	0	9.7%	0.0%
6/23/2013 10:15	58	1	20	34	0	0	2	0	1	0	0	0	0	0	3.4%	1.7%
6/23/2013 10:30	54	0	20	29	0	4	1	0	0	0	0	0	0	0	9.3%	0.0%
6/23/2013 10:45	66	0	27	36	0	2	2	1	0	0	0	0	0	0	4.5%	0.0%
6/23/2013 11:00	61	0	17	35	1	2	4	0	0	0	0	1	0	1	11.5%	3.3%
6/23/2013 11:15	72	0	28	39	0	1	4	0	0	0	0	0	0	0	6.9%	0.0%
6/23/2013 11:30	61	0	16	43	0	1	1	0	0	0	0	0	0	0	3.3%	0.0%
6/23/2013 11:45	89	0	29	57	0	1	1	0	1	0	0	0	0	1	1.1%	2.2%

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Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 12:00	45	0	21	24	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:15	58	1	24	31	0	0	0	0	0	0	0	0	0	0	3.4%	0.0%
6/23/2013 12:30	58	0	31	25	0	2	0	0	0	0	0	0	0	0	3.4%	0.0%
6/23/2013 12:45	67	0	28	36	0	1	0	0	1	0	0	0	0	0	3.0%	1.5%
6/23/2013 13:00	60	2	15	39	0	0	0	0	1	0	0	1	0	0	3.3%	3.3%
6/23/2013 13:15	47	0	25	22	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 13:30	46	0	18	26	0	1	0	0	0	0	0	1	0	0	2.2%	2.2%
6/23/2013 13:45	65	1	24	40	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:00	47	1	13	31	0	1	0	0	1	0	0	0	0	0	2.1%	2.1%
6/23/2013 14:15	47	0	13	29	0	0	0	0	0	0	0	0	0	0	10.6%	0.0%
6/23/2013 14:30	63	1	25	36	0	1	0	0	0	0	0	0	0	0	1.6%	0.0%
6/23/2013 14:45	55	0	13	38	0	1	2	0	0	0	1	0	0	0	5.5%	1.8%
6/23/2013 15:00	50	0	17	31	0	2	0	0	0	0	0	0	0	0	4.0%	0.0%
6/23/2013 15:15	33	0	13	17	0	2	1	0	0	0	0	0	0	0	9.1%	0.0%
6/23/2013 15:30	41	0	13	27	0	0	0	0	1	0	0	0	0	0	0.0%	2.4%
6/23/2013 15:45	37	0	14	23	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:00	37	0	11	23	0	1	1	0	0	0	0	0	0	0	8.1%	0.0%
6/23/2013 16:15	49	0	13	33	0	3	0	0	0	0	0	0	0	0	6.1%	0.0%
6/23/2013 16:30	38	0	17	20	0	1	0	0	0	0	0	0	0	0	2.6%	0.0%
6/23/2013 16:45	34	0	14	18	0	1	0	0	0	0	0	0	0	0	5.9%	0.0%
6/23/2013 17:00	44	0	16	27	0	1	0	0	0	0	0	0	0	0	2.3%	0.0%
6/23/2013 17:15	38	0	8	27	0	2	1	0	0	0	0	0	0	0	7.9%	0.0%
6/23/2013 17:30	38	0	14	23	0	0	1	0	0	0	0	0	0	0	2.6%	0.0%
6/23/2013 17:45	33	1	10	21	0	0	0	0	0	0	0	0	0	1	0.0%	3.0%
6/23/2013 18:00	40	0	18	21	0	1	0	0	0	0	0	0	0	0	2.5%	0.0%
6/23/2013 18:15	34	0	10	23	0	1	0	0	0	0	0	0	0	0	2.9%	0.0%
6/23/2013 18:30	45	0	11	28	0	2	0	0	0	0	0	0	1	0	11.1%	2.2%
6/23/2013 18:45	41	0	14	20	0	2	4	0	1	0	0	0	0	0	14.6%	2.4%
6/23/2013 19:00	35	0	5	27	0	3	0	0	0	0	0	0	0	0	8.6%	0.0%
6/23/2013 19:15	25	0	7	15	0	0	2	0	1	0	0	0	0	0	8.0%	4.0%
6/23/2013 19:30	27	0	16	9	0	1	0	0	0	0	0	0	0	0	7.4%	0.0%
6/23/2013 19:45	20	0	8	11	0	0	0	0	1	0	0	0	0	0	0.0%	5.0%
6/23/2013 20:00	20	0	7	11	1	0	1	0	0	0	0	0	0	0	10.0%	0.0%
6/23/2013 20:15	18	0	7	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:30	23	0	15	6	0	1	1	0	0	0	0	0	0	0	8.7%	0.0%
6/23/2013 20:45	19	0	10	7	0	0	1	0	0	0	1	0	0	0	16.7%	0.0%
6/23/2013 21:00	12	0	3	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:15	15	0	10	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:30	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:45	9	0	4	3	0	1	0	0	0	0	0	0	0	0	22.2%	0.0%
6/23/2013 22:00	10	1	4	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:15	6	0	1	4	0	0	1	0	0	0	0	0	0	0	16.7%	0.0%
6/23/2013 22:30	5	0	0	3	0	0	2	0	0	0	0	0	0	0	40.0%	0.0%
6/23/2013 22:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:30	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:45	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	2604	23	928	1486	2	47	88	4	13	1	4	4	1	3	5.4%	1.0%

AM Peak Hr
 AM Peak Vol
 AM PHF
 PM Peak Hr
 PM Peak Vol
 PM PHF

11:00 AM
 283
 0.795

12:15 PM
 243
 0.907

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301852
 Route: TOM DARLINGTON DR
 Location: N of BLOODY BASIN RD

Site Ref: 4
 Direction: SB
 Latitude: 33.82175
 Longitude: -111.92446

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 0:00	15	0	5	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:15	13	0	2	9	0	1	0	1	0	0	0	0	0	0	15.4%	0.0%
6/22/2013 0:30	8	0	1	6	0	0	0	0	1	0	0	0	0	0	0.0%	12.5%
6/22/2013 0:45	11	0	1	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:00	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:15	5	1	3	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:30	18	1	3	13	0	0	0	1	0	0	0	0	0	0	0.0%	5.6%
6/22/2013 1:45	8	1	5	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:00	11	0	3	7	0	0	0	0	1	0	0	0	0	0	0.0%	9.1%
6/22/2013 2:15	8	0	3	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:30	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:00	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:00	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0.0%	50.0%
6/22/2013 4:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:15	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:30	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:45	10	0	2	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:00	12	0	2	9	0	1	0	0	0	0	0	0	0	0	8.3%	0.0%
6/22/2013 6:15	10	0	3	7	0	1	0	0	1	0	0	0	0	0	10.0%	10.0%
6/22/2013 6:30	14	0	3	11	0	1	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:45	17	0	1	15	0	1	0	0	0	0	0	0	0	0	5.9%	0.0%
6/22/2013 7:00	16	0	3	13	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:15	26	0	6	18	0	2	0	0	0	0	0	0	0	0	7.7%	0.0%
6/22/2013 7:30	31	0	5	26	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:45	40	3	11	25	0	1	0	0	0	0	0	0	0	0	2.5%	0.0%
6/22/2013 8:00	37	1	8	25	0	3	0	0	0	0	0	0	0	0	8.1%	0.0%
6/22/2013 8:15	44	0	10	32	0	0	0	1	1	0	0	0	0	0	2.3%	2.3%
6/22/2013 8:30	72	1	13	56	0	1	0	1	0	0	0	0	0	0	2.8%	0.0%
6/22/2013 8:45	65	2	12	50	0	1	0	0	0	0	0	0	0	0	1.5%	0.0%
6/22/2013 9:00	81	0	12	62	0	5	2	0	0	0	0	0	0	0	8.6%	0.0%
6/22/2013 9:15	71	1	13	56	0	1	0	0	0	0	0	0	0	0	1.4%	0.0%
6/22/2013 9:30	71	1	21	44	0	2	0	0	3	0	0	0	0	0	2.8%	4.2%
6/22/2013 9:45	85	1	16	59	0	5	0	2	2	0	0	0	0	0	8.2%	2.4%
6/22/2013 10:00	73	0	10	62	0	1	0	0	0	0	0	0	0	0	1.4%	0.0%
6/22/2013 10:15	109	0	16	87	0	3	0	2	0	0	0	0	1	0	4.6%	0.9%
6/22/2013 10:30	74	0	15	53	0	5	0	1	1	0	0	0	0	0	6.8%	1.4%
6/22/2013 10:45	82	0	13	65	0	2	0	1	1	0	0	0	0	0	3.7%	1.2%
6/22/2013 11:00	81	0	18	62	0	1	0	0	0	0	0	0	0	0	1.2%	0.0%
6/22/2013 11:15	79	0	14	58	0	5	1	0	1	0	0	0	0	0	7.6%	1.3%
6/22/2013 11:30	104	0	17	84	0	3	0	0	0	0	0	0	0	0	2.9%	0.0%
6/22/2013 11:45	77	3	10	58	1	4	0	0	1	0	0	0	0	0	6.5%	1.3%

Traffic Research & Analysis, Inc.
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Client: M BAKER
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 Route: TOM DARLINGTON DR
 Location: N of BLOODY BASIN RD

Site Ref: 4
 Direction: SB
 Latitude: 33.82175
 Longitude: -111.92446

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 12:00	83	0	15	64	1	1	1	0	1	0	0	0	0	0	3.6%	1.2%
6/22/2013 12:15	83	0	12	67	0	2	0	0	2	0	0	0	0	0	2.4%	2.4%
6/22/2013 12:30	79	0	13	65	0	1	0	0	0	0	0	0	0	0	1.3%	0.0%
6/22/2013 12:45	66	1	7	56	0	1	0	1	0	0	0	0	0	0	3.0%	0.0%
6/22/2013 13:00	86	0	18	61	1	5	1	0	0	0	0	0	0	0	8.1%	0.0%
6/22/2013 13:15	78	0	10	62	0	5	0	1	0	0	0	0	0	0	7.7%	0.0%
6/22/2013 13:30	77	1	6	65	1	4	0	0	0	0	0	0	0	0	6.5%	0.0%
6/22/2013 13:45	69	1	5	61	0	1	1	0	0	0	0	0	0	0	2.9%	0.0%
6/22/2013 14:00	64	0	10	53	0	1	0	0	0	0	0	0	0	0	1.6%	0.0%
6/22/2013 14:15	65	1	7	55	2	0	0	0	0	0	0	0	0	0	3.1%	0.0%
6/22/2013 14:30	54	0	6	45	1	1	0	0	1	0	0	0	0	0	3.7%	1.9%
6/22/2013 14:45	67	0	9	53	0	2	0	0	3	0	0	0	0	0	3.0%	4.5%
6/22/2013 15:00	61	1	10	49	0	1	0	0	0	0	0	0	0	0	1.6%	0.0%
6/22/2013 15:15	55	0	8	45	0	2	0	0	0	0	0	0	0	0	3.6%	0.0%
6/22/2013 15:30	52	0	9	43	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 15:45	71	0	16	50	0	0	0	0	2	1	0	0	0	0	2.8%	4.2%
6/22/2013 16:00	59	0	9	49	0	0	0	0	0	0	1	0	0	0	0.0%	1.7%
6/22/2013 16:15	61	0	10	50	0	0	0	0	1	0	0	0	0	0	0.0%	1.6%
6/22/2013 16:30	53	0	4	49	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:45	63	2	12	48	0	1	0	0	0	0	0	0	0	0	1.6%	0.0%
6/22/2013 17:00	56	1	7	47	0	0	1	0	0	0	0	0	0	0	1.8%	0.0%
6/22/2013 17:15	31	0	4	24	0	0	0	0	0	0	0	0	0	0	9.7%	0.0%
6/22/2013 17:30	39	1	7	31	0	3	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 17:45	47	0	4	39	1	2	0	1	0	0	0	0	0	0	8.5%	0.0%
6/22/2013 18:00	49	0	9	40	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:15	38	0	5	33	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:30	35	0	8	27	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:45	33	1	7	25	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:00	43	0	6	35	0	1	1	0	0	0	0	0	0	0	4.7%	0.0%
6/22/2013 19:15	35	1	8	26	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:30	22	0	5	16	0	1	0	0	0	0	0	0	0	0	4.5%	0.0%
6/22/2013 19:45	27	0	3	24	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:00	47	1	3	40	1	1	0	0	1	0	0	0	0	0	4.3%	2.1%
6/22/2013 20:15	45	1	14	29	0	1	0	0	0	0	0	0	0	0	2.2%	0.0%
6/22/2013 20:30	44	2	12	25	0	0	1	0	4	0	0	0	0	0	2.3%	9.1%
6/22/2013 20:45	34	0	8	25	0	1	0	0	0	0	0	0	0	0	2.9%	0.0%
6/22/2013 21:00	35	0	7	27	0	1	0	0	0	0	0	0	0	0	2.9%	0.0%
6/22/2013 21:15	44	1	11	32	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:30	37	0	5	30	0	2	0	0	0	0	0	0	0	0	5.4%	0.0%
6/22/2013 21:45	36	0	6	27	0	2	0	0	0	0	0	0	0	1	5.6%	2.8%
6/22/2013 22:00	22	0	3	21	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:15	26	0	3	23	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:30	34	0	2	29	0	1	0	2	0	0	0	0	0	0	8.8%	0.0%
6/22/2013 22:45	27	0	7	20	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:00	13	0	6	6	0	0	0	0	1	0	0	0	0	0	0.0%	7.7%
6/22/2013 23:15	15	0	4	10	0	1	0	0	0	0	0	0	0	0	6.7%	0.0%
6/22/2013 23:30	15	0	2	11	0	1	0	0	1	0	0	0	0	0	6.7%	6.7%
6/22/2013 23:45	17	1	3	11	0	2	0	0	0	0	0	0	0	0	11.8%	0.0%
Day Totals	3809	33	648	2962	11	97	9	13	32	1	1	0	1	1	3.4%	0.9%

AM Peak Hr 11:30 AM 347
 AM Peak Vol 0.834
 AM PHF
 PM Peak Hr 12:15 PM 314
 PM Peak Vol 0.913
 PM PHF

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
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Client: M.BAKER
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 Route: TOM DARLINGTON DR
 Location: N of BLOODY BASIN RD

Site Ref: 4
 Direction: SB
 Latitude: 33.82175
 Longitude: -111.92446

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pctSU	pctCB
6/23/2013 0:00	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:15	12	0	3	8	0	0	0	0	1	0	0	0	0	0	0.0%	8.3%
6/23/2013 0:30	16	0	7	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:45	13	0	2	10	0	0	0	0	1	0	0	0	0	0	0.0%	7.7%
6/23/2013 1:00	5	0	1	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:15	6	0	1	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:30	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:45	7	0	1	2	0	0	0	1	3	0	0	0	0	0	14.3%	42.9%
6/23/2013 2:00	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:15	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:45	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:15	2	0	0	0	0	0	0	1	1	0	0	0	0	0	50.0%	50.0%
6/23/2013 3:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:45	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 4:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:30	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 5:30	8	0	2	5	0	0	0	1	0	0	0	0	0	0	12.5%	0.0%
6/23/2013 5:45	5	0	1	3	0	0	0	0	1	0	0	0	0	0	0.0%	20.0%
6/23/2013 6:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:15	8	0	2	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:30	8	0	1	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:45	9	1	3	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:00	19	0	4	14	0	0	0	0	1	0	0	0	0	0	0.0%	5.3%
6/23/2013 7:15	16	0	4	11	0	1	0	0	0	0	0	0	0	0	6.3%	0.0%
6/23/2013 7:30	13	1	1	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:45	21	1	4	13	0	3	0	0	0	0	0	0	0	0	14.3%	0.0%
6/23/2013 8:00	18	0	4	13	0	0	0	0	1	0	0	0	0	0	0.0%	5.6%
6/23/2013 8:15	44	1	11	30	0	0	0	1	1	0	0	0	0	0	2.3%	2.3%
6/23/2013 8:30	46	1	12	33	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:45	49	2	8	38	0	1	0	0	0	0	0	0	0	0	2.0%	0.0%
6/23/2013 9:00	40	3	7	25	0	3	1	0	1	0	0	0	0	0	10.0%	2.5%
6/23/2013 9:15	31	1	4	20	0	5	0	0	0	0	0	0	0	0	16.1%	3.2%
6/23/2013 9:30	53	5	12	34	0	0	0	0	2	0	0	0	0	0	0.0%	3.8%
6/23/2013 9:45	37	0	5	30	0	2	0	0	0	0	0	0	0	0	5.4%	0.0%
6/23/2013 10:00	67	0	14	52	0	0	0	0	1	0	0	0	0	0	0.0%	1.5%
6/23/2013 10:15	79	0	10	61	0	6	1	0	0	0	0	0	0	0	8.9%	1.3%
6/23/2013 10:30	65	0	9	53	0	2	1	0	0	0	0	0	0	0	4.6%	0.0%
6/23/2013 10:45	58	0	10	44	0	2	0	0	2	0	0	0	0	0	3.4%	3.4%
6/23/2013 11:00	68	1	9	56	0	2	0	0	0	0	0	0	0	0	2.9%	0.0%
6/23/2013 11:15	49	2	7	39	0	1	0	0	0	0	0	0	0	0	2.0%	0.0%
6/23/2013 11:30	71	0	8	60	0	1	1	1	0	0	0	0	0	0	4.2%	0.0%
6/23/2013 11:45	57	1	9	45	0	1	1	0	0	0	0	0	0	0	3.5%	0.0%

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 Direction: SB
 Latitude: 33.82175
 Longitude: -111.92446

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pcfSU	pcfCB
6/23/2013 12:00	86	2	13	66	0	3	0	0	2	0	0	0	0	0	3.5%	2.3%
6/23/2013 12:15	74	1	8	63	0	1	0	0	1	0	0	0	0	0	1.4%	1.4%
6/23/2013 12:30	44	0	8	36	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:45	54	0	7	45	0	1	0	0	1	0	0	0	0	0	1.9%	1.9%
6/23/2013 13:00	70	0	10	57	0	1	0	1	1	0	0	0	0	0	2.9%	1.4%
6/23/2013 13:15	60	2	15	42	0	0	0	0	0	0	0	0	0	0	1.7%	0.0%
6/23/2013 13:30	50	0	14	35	0	0	0	0	1	0	0	0	0	0	0.0%	2.0%
6/23/2013 13:45	47	0	4	42	0	1	0	0	0	0	0	0	0	0	2.1%	0.0%
6/23/2013 14:00	51	1	5	43	0	1	0	1	0	0	0	0	0	0	3.9%	0.0%
6/23/2013 14:15	50	0	5	43	0	1	0	0	1	0	0	0	0	0	2.0%	2.0%
6/23/2013 14:30	35	0	5	30	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:45	43	1	5	37	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:00	41	1	6	33	0	0	0	1	0	0	0	0	0	0	2.4%	0.0%
6/23/2013 15:15	46	2	4	38	0	1	0	0	1	0	0	0	0	0	2.2%	2.2%
6/23/2013 15:30	37	0	8	27	0	0	0	0	2	0	0	0	0	0	0.0%	5.4%
6/23/2013 15:45	65	1	10	51	0	2	0	0	1	0	0	0	0	0	3.1%	1.5%
6/23/2013 16:00	52	0	5	45	0	2	0	0	0	0	0	0	0	0	3.8%	0.0%
6/23/2013 16:15	46	0	12	30	0	2	0	1	1	0	0	0	0	0	6.5%	2.2%
6/23/2013 16:30	43	0	7	33	0	2	0	0	1	0	0	0	0	0	4.7%	2.3%
6/23/2013 16:45	31	1	5	25	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:00	45	1	5	36	0	1	0	0	1	0	0	1	0	0	2.2%	4.4%
6/23/2013 17:15	42	0	6	35	0	0	0	1	0	0	0	0	0	0	2.4%	0.0%
6/23/2013 17:30	31	0	1	27	0	3	0	0	0	0	0	0	0	0	9.7%	0.0%
6/23/2013 17:45	19	0	0	18	0	1	0	0	0	0	0	0	0	0	5.3%	0.0%
6/23/2013 18:00	23	0	3	21	0	0	0	0	1	0	0	0	0	0	0.0%	4.3%
6/23/2013 18:15	34	0	1	28	1	1	1	0	0	0	0	0	0	0	8.8%	0.0%
6/23/2013 18:30	26	0	3	23	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:45	19	0	5	14	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:00	13	1	0	10	0	2	0	0	0	0	0	0	0	0	15.4%	0.0%
6/23/2013 19:15	29	0	5	24	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:30	26	0	2	24	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:45	19	1	2	16	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:00	23	0	2	21	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:15	29	0	7	22	0	0	0	0	0	0	0	0	0	0	6.3%	0.0%
6/23/2013 20:30	16	0	2	13	0	1	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:45	19	0	1	17	0	0	0	0	1	0	0	0	0	0	0.0%	5.3%
6/23/2013 21:00	19	0	2	15	1	0	0	0	1	0	0	0	0	0	5.3%	5.3%
6/23/2013 21:15	7	0	2	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:30	18	0	4	13	0	0	0	0	0	0	0	1	0	0	0.0%	5.6%
6/23/2013 21:45	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:00	4	0	0	3	1	0	0	0	0	0	0	0	0	0	25.0%	0.0%
6/23/2013 22:15	8	0	4	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:30	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:45	7	0	3	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:15	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:30	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	2581	35	404	2028	3	58	6	10	35	0	0	2	0	0	3.0%	1.4%
AM Peak Hr																
AM Peak Vol																
AM PHF																
PM Peak Hr																
PM Peak Vol																
PM PHF																

11:30 AM
 288
 0.837
 12:00 PM
 258
 0.750

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301853
 Route: TOM DARLINGTON DR
 Location: S of CAVE CREEK RD

Site Ref: 5
 Direction: NB
 Latitude: 33.82609
 Longitude: -111.92449

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 0:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:15	7	1	5	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:45	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:15	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:30	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/22/2013 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:45	4	0	3	1	0	0	0	0	0	0	0	0	0	0	33.3%	0.0%
6/22/2013 5:00	3	1	1	0	0	0	1	0	0	0	0	0	0	0	0.0%	11.1%
6/22/2013 5:15	9	0	6	2	0	0	0	0	1	0	0	0	0	0	16.7%	0.0%
6/22/2013 5:30	6	0	3	2	1	0	0	0	0	0	0	0	0	0	0.0%	4.8%
6/22/2013 5:45	21	4	7	9	0	0	0	0	1	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:00	16	1	6	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:15	20	4	8	7	0	0	1	0	0	0	0	0	0	0	5.0%	0.0%
6/22/2013 6:30	14	4	6	2	0	0	1	0	1	0	0	0	0	0	7.1%	7.1%
6/22/2013 6:45	30	0	21	8	0	0	0	0	0	0	0	1	0	0	0.0%	3.3%
6/22/2013 7:00	32	0	19	11	0	1	0	0	1	0	0	0	0	0	3.1%	3.1%
6/22/2013 7:15	40	0	27	11	0	0	1	0	1	0	0	0	0	0	3.1%	2.5%
6/22/2013 7:30	65	1	51	11	0	0	1	1	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:45	53	2	38	13	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 8:00	62	2	35	20	1	0	3	0	1	0	0	0	0	0	6.5%	1.6%
6/22/2013 8:15	64	1	48	12	0	1	2	0	0	0	0	0	0	0	4.7%	0.0%
6/22/2013 8:30	60	3	35	19	1	0	1	0	0	1	0	0	0	0	3.3%	1.7%
6/22/2013 8:45	63	1	38	20	0	0	4	0	0	0	0	0	0	0	6.3%	0.0%
6/22/2013 9:00	54	3	38	10	0	0	2	0	1	0	0	0	0	0	3.7%	1.9%
6/22/2013 9:15	66	3	44	18	0	0	1	0	0	0	0	0	0	0	1.5%	0.0%
6/22/2013 9:30	99	2	63	28	0	0	6	0	0	0	0	0	0	0	6.1%	0.0%
6/22/2013 9:45	70	1	44	24	0	0	0	0	0	0	0	0	0	0	1.4%	0.0%
6/22/2013 10:00	88	2	52	31	0	0	2	0	1	0	0	0	0	0	2.3%	1.1%
6/22/2013 10:15	74	0	54	15	0	1	3	0	1	0	0	0	0	0	5.4%	1.4%
6/22/2013 10:30	89	2	55	29	0	1	1	0	1	0	0	0	0	0	2.2%	1.1%
6/22/2013 10:45	75	2	58	12	0	0	1	1	1	0	0	0	0	0	2.7%	1.3%
6/22/2013 11:00	82	3	60	17	0	1	1	0	0	0	0	0	0	0	2.4%	0.0%
6/22/2013 11:15	78	0	50	27	0	0	1	0	0	0	0	0	0	0	1.3%	0.0%
6/22/2013 11:30	65	2	40	19	0	0	1	1	1	0	0	0	0	0	3.1%	3.1%
6/22/2013 11:45	67	0	54	12	0	0	1	0	0	0	0	0	0	0	1.5%	0.0%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301853
 Route: TOM DARLINGTON DR
 Location: S of CAVE CREEK RD

Site Ref: 5
 Direction: NB
 Latitude: 33.82609
 Longitude: -111.92449

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 12:00	79	3	57	19	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 12:15	75	1	55	18	0	1	0	0	0	0	0	0	0	0	1.3%	0.0%
6/22/2013 12:30	73	1	48	22	1	0	0	0	0	0	0	0	0	0	2.7%	0.0%
6/22/2013 12:45	70	1	51	16	0	0	0	1	0	0	0	0	0	0	2.9%	0.0%
6/22/2013 13:00	60	0	38	21	0	0	1	0	0	0	0	0	0	0	1.7%	0.0%
6/22/2013 13:15	68	2	53	10	0	1	0	0	0	0	1	0	0	0	2.9%	1.5%
6/22/2013 13:30	64	0	50	11	0	0	1	0	0	0	0	0	0	0	1.6%	3.1%
6/22/2013 13:45	69	0	59	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 14:00	68	1	44	22	0	1	0	0	0	0	0	0	0	0	1.5%	0.0%
6/22/2013 14:15	52	0	36	14	0	0	0	0	1	0	0	0	0	0	1.9%	1.9%
6/22/2013 14:30	44	2	31	10	0	0	0	0	1	0	0	0	0	0	0.0%	2.3%
6/22/2013 14:45	55	1	36	14	0	1	0	0	0	0	0	0	0	0	7.3%	0.0%
6/22/2013 15:00	41	2	25	12	0	0	0	0	2	0	0	0	0	0	0.0%	4.9%
6/22/2013 15:15	46	1	36	6	0	0	0	0	2	1	0	0	0	0	0.0%	6.5%
6/22/2013 15:30	58	0	41	15	0	0	0	0	2	0	0	0	0	0	0.0%	3.4%
6/22/2013 15:45	39	0	31	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:00	63	1	46	15	0	0	1	0	0	0	0	0	0	0	1.6%	0.0%
6/22/2013 16:15	49	0	36	12	0	0	0	0	1	0	0	0	0	0	0.0%	2.0%
6/22/2013 16:30	42	0	33	8	0	0	1	0	0	0	0	0	0	0	2.4%	0.0%
6/22/2013 16:45	52	1	38	11	0	0	0	0	1	0	0	0	0	0	1.9%	1.9%
6/22/2013 17:00	62	0	46	14	0	0	1	0	1	0	0	0	0	0	1.6%	1.6%
6/22/2013 17:15	62	0	44	16	0	0	0	0	2	0	0	0	0	0	0.0%	3.2%
6/22/2013 17:30	46	0	36	9	0	0	1	0	0	0	0	0	0	0	2.2%	0.0%
6/22/2013 17:45	54	1	35	16	0	0	1	0	1	0	0	0	0	0	1.9%	1.9%
6/22/2013 18:00	54	0	41	11	0	0	0	0	0	0	0	0	0	0	3.7%	0.0%
6/22/2013 18:15	44	1	33	9	0	0	1	0	0	0	0	0	0	0	2.3%	0.0%
6/22/2013 18:30	51	2	41	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:45	50	0	38	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:00	46	0	39	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:15	47	2	34	10	0	0	0	0	0	0	0	0	0	0	2.1%	0.0%
6/22/2013 19:30	44	2	33	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:45	40	3	28	7	0	0	0	0	0	0	0	0	0	0	5.0%	0.0%
6/22/2013 20:00	43	0	36	6	0	0	0	0	0	0	0	0	0	0	2.3%	0.0%
6/22/2013 20:15	29	2	21	5	0	1	0	0	0	0	0	0	0	0	3.4%	0.0%
6/22/2013 20:30	39	2	31	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:45	17	1	12	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:00	25	0	19	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:15	24	0	19	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:30	13	0	9	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:45	20	0	18	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:00	15	0	11	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:15	12	1	8	2	0	0	0	0	0	0	0	0	0	0	8.3%	0.0%
6/22/2013 22:30	13	2	9	1	0	0	1	0	1	0	0	0	0	0	0.0%	7.7%
6/22/2013 22:45	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:00	13	0	8	2	0	1	0	0	0	0	0	0	0	0	23.1%	0.0%
6/22/2013 23:15	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:30	11	0	8	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:45	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	3557	83	2500	860	5	13	58	4	29	2	2	1	0	0	2.2%	1.0%

AM Peak Hr 9:30 AM 331
 AM Peak Vol 0.836
 AM PHF
 PM Peak Hr 12:00 PM 297
 PM Peak Vol 0.940
 PM PHF

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Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pctSU	pctCB
6/23/2013 0:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:15	5	0	3	1	0	0	1	0	0	0	0	0	0	0	20.0%	0.0%
6/23/2013 0:30	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 0:45	3	0	1	1	0	0	1	0	0	0	0	0	0	0	33.3%	0.0%
6/23/2013 1:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:15	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 2:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 2:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 3:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 3:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 4:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0.0%	100.0%
6/23/2013 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 4:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:15	6	0	4	1	0	1	0	0	0	0	0	0	0	0	16.7%	0.0%
6/23/2013 5:30	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:45	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:15	11	2	6	3	0	0	0	0	0	0	0	1	0	0	0.0%	9.1%
6/23/2013 6:30	9	3	3	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:45	15	0	12	3	0	0	0	0	0	0	0	0	0	0	0.0%	14.3%
6/23/2013 7:00	14	2	7	3	0	0	0	0	2	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:15	15	2	11	1	0	0	1	0	0	0	0	0	0	0	6.7%	0.0%
6/23/2013 7:30	26	0	14	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:45	26	3	17	5	0	0	0	0	1	0	0	0	0	0	0.0%	3.8%
6/23/2013 8:00	26	6	11	6	0	1	0	0	1	0	1	0	0	0	3.8%	7.7%
6/23/2013 8:15	22	3	14	3	0	1	0	0	1	0	0	0	0	0	4.5%	4.5%
6/23/2013 8:30	29	0	24	5	0	0	0	1	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:45	28	1	20	6	0	0	0	1	0	0	0	0	0	0	3.6%	0.0%
6/23/2013 9:00	30	2	21	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:15	27	1	18	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:30	42	3	29	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:45	39	0	27	11	0	0	0	0	1	0	0	0	0	0	0.0%	2.6%
6/23/2013 10:00	54	1	43	8	0	0	1	0	0	0	1	0	0	0	1.9%	1.9%
6/23/2013 10:15	47	7	30	8	0	0	1	0	1	0	0	0	0	0	2.1%	2.1%
6/23/2013 10:30	51	1	36	13	0	1	0	0	0	0	0	0	0	0	2.0%	0.0%
6/23/2013 10:45	62	4	39	19	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:00	58	0	41	14	1	0	0	0	1	0	0	0	0	0	1.7%	3.4%
6/23/2013 11:15	48	0	38	9	0	0	0	1	0	0	0	0	0	0	2.1%	0.0%
6/23/2013 11:30	47	0	43	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:45	67	1	52	14	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M.BAKER
 File Number: 1301853
 Route: TOMDARLINGTON DR
 Location: S of CAVE CREEK RD

Site Ref: 5
 Direction: NB
 Latitude: 33.82609
 Longitude: -111.92449

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 12:00	47	1	34	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:15	54	1	41	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:30	55	0	41	12	0	0	1	0	0	0	0	0	0	0	3.6%	0.0%
6/23/2013 12:45	60	4	47	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 13:00	46	3	33	9	0	0	0	0	1	0	0	0	0	0	0.0%	2.2%
6/23/2013 13:15	49	1	33	14	0	0	0	0	1	0	0	0	0	0	0.0%	2.0%
6/23/2013 13:30	45	0	36	8	0	0	1	0	0	0	0	0	0	0	2.2%	0.0%
6/23/2013 13:45	51	1	41	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:00	45	1	30	14	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:15	46	0	30	15	0	0	1	0	0	0	0	0	0	0	2.2%	0.0%
6/23/2013 14:30	51	2	40	7	0	0	1	0	0	0	0	0	0	0	3.9%	0.0%
6/23/2013 14:45	45	0	32	13	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:00	45	2	32	10	0	0	0	0	1	0	0	0	0	0	0.0%	2.2%
6/23/2013 15:15	32	0	26	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:30	37	0	29	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:45	33	0	30	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:00	35	0	25	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:15	33	0	23	9	0	1	0	0	0	0	0	0	0	0	3.0%	0.0%
6/23/2013 16:30	36	0	29	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:45	29	0	18	10	0	0	1	0	0	0	0	0	0	0	3.4%	0.0%
6/23/2013 17:00	41	0	30	11	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:15	34	1	25	6	0	0	1	0	0	0	0	0	0	0	2.9%	0.0%
6/23/2013 17:30	32	1	24	6	1	0	0	0	0	0	0	0	0	0	3.1%	0.0%
6/23/2013 17:45	25	0	15	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:00	37	2	23	11	0	0	0	0	1	0	0	0	0	0	0.0%	2.7%
6/23/2013 18:15	25	0	19	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:30	36	0	28	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:45	37	0	30	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:00	35	0	28	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:15	22	0	19	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:30	28	2	17	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:45	22	2	14	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:00	20	1	18	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:15	22	1	16	4	1	0	0	0	0	0	0	0	0	0	4.5%	0.0%
6/23/2013 20:30	18	0	13	5	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:45	16	0	11	4	0	0	0	0	0	0	0	0	0	0	0.0%	6.3%
6/23/2013 21:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:15	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:30	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:45	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:00	7	1	5	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:15	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:30	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:45	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:00	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	33.3%
6/23/2013 23:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:30	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:45	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	2262	71	1646	502	3	5	11	4	15	0	2	3	0	0	1.0%	0.9%

AM Peak Hr 11:45 AM
 AM Peak Vol 223
 AM PHF 0.832
 PM Peak Hr 12:00 PM
 PM Peak Vol 216
 PM PHF 0.900

Traffic Research & Analysis, Inc.
 3844 East Indian School Road
 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301854
 Route: TOM DARLINGTON DR
 Location: S of CAVE CREEK RD

Site Ref: 5
 Direction: SB
 Latitude: 33.82641
 Longitude: -111.92431

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 0:00	11	0	4	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:15	13	1	2	10	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 0:30	8	0	1	6	0	0	0	0	0	0	0	0	0	0	12.5%	0.0%
6/22/2013 0:45	13	0	1	12	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:00	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:15	6	1	1	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 1:30	19	1	3	14	0	0	0	0	1	0	0	0	0	0	0.0%	5.3%
6/22/2013 1:45	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:00	10	0	3	7	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:15	9	0	3	6	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 2:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 3:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:00	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0.0%	50.0%
6/22/2013 4:15	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 4:45	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:15	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 5:45	13	1	3	9	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:00	18	0	2	16	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:15	13	0	3	9	0	1	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:30	13	0	5	8	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 6:45	18	0	5	11	0	1	0	0	1	0	0	0	0	0	0.0%	5.6%
6/22/2013 7:00	19	1	3	15	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 7:15	26	0	9	16	0	1	0	0	0	0	0	0	0	0	3.8%	0.0%
6/22/2013 7:30	32	2	13	16	0	1	0	0	0	0	0	0	0	0	3.1%	0.0%
6/22/2013 7:45	43	5	19	18	0	1	0	0	0	0	0	0	0	0	2.3%	0.0%
6/22/2013 8:00	40	1	21	16	0	1	0	0	0	0	0	0	0	0	5.0%	0.0%
6/22/2013 8:15	52	0	31	21	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 8:30	53	0	17	36	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 8:45	67	3	26	35	0	1	1	0	1	0	0	0	0	0	3.0%	1.5%
6/22/2013 9:00	61	1	24	35	0	1	0	0	0	0	0	0	0	0	1.6%	0.0%
6/22/2013 9:15	64	2	20	39	0	1	1	1	0	0	0	0	0	0	4.7%	0.0%
6/22/2013 9:30	68	2	22	44	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 9:45	71	0	45	6	7	10	2	0	1	0	0	0	0	0	26.8%	1.4%
6/22/2013 10:00	47	0	46	0	0	1	0	0	0	0	0	0	0	0	2.1%	0.0%
6/22/2013 10:15	84	0	83	0	0	0	1	0	0	0	0	0	0	0	1.2%	0.0%
6/22/2013 10:30	66	0	66	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 10:45	75	0	75	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 11:00	47	0	47	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 11:15	47	0	47	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 11:30	52	0	52	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 11:45	44	0	44	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%

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 Direction: SB
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 Longitude: -111.92431

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/22/2013 12:00	46	0	46	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 12:15	31	0	31	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 12:30	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 12:45	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 13:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 13:15	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 13:30	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 13:45	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 14:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 14:15	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 14:30	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 14:45	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 15:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 15:15	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 15:30	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 15:45	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:15	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:30	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 16:45	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 17:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 17:15	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 17:30	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 17:45	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:15	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:30	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 18:45	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:15	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:30	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:30	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 20:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 21:45	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:15	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 22:45	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/22/2013 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	1753	21	1251	441	7	20	6	2	5	0	0	0	0	0	2.0%	0.3%

AM Peak Hr 10:00 AM
 AM Peak Vol 272
 AM PHF 0.810
 PM Peak Hr 12:00 PM
 PM Peak Vol 118
 PM PHF 0.641

Traffic Research & Analysis, Inc.
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 Phoenix, AZ 85018
 (602) 840-1500

Client: M BAKER
 File Number: 1301854
 Route: TOM DARLINGTON DR
 Location: S of CAVE CREEK RD

Site Ref: 5
 Direction: SB
 Latitude: 33.82641
 Longitude: -111.92431

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 1:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 3:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 5:45	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 6:15	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--
6/23/2013 6:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 7:45	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:15	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:30	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 8:45	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:15	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 9:45	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 10:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 10:15	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 10:30	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 10:45	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:15	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:30	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 11:45	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%

Traffic Research & Analysis, Inc.
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Client: M BAKER
 File Number: 1301854
 Route: TOM DARLINGTON DR
 Location: S of CAVE CREEK RD

Site Ref: 5
 Direction: SB
 Latitude: 33.82641
 Longitude: -111.92431

Date/Time	Total	cls01	cls02	cls03	cls04	cls05	cls06	cls07	cls08	cls09	cls10	cls11	cls12	cls13	pct SU	pct CB
6/23/2013 12:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:15	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 12:45	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 13:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 13:15	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 13:45	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 14:45	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:15	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:30	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 15:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:15	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:30	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 16:45	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:15	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:30	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 17:45	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:15	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 18:45	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:15	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:30	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 19:45	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:15	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
6/23/2013 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	0.0%
Day Totals	445	0	445	0	0.0%	0.0%										

AM Peak Hr 11:30 AM
 AM Peak Vol 67
 AM PHF 0.798
 PM Peak Hr 12:15 PM
 PM Peak Vol 54
 PM PHF 0.643

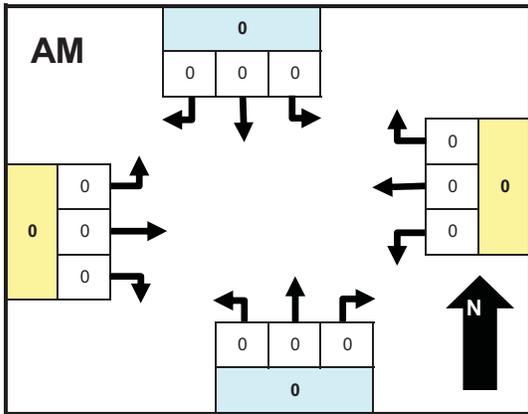


D. 2013 Weekend Intersection Turning Movement Counts (PM Peak)

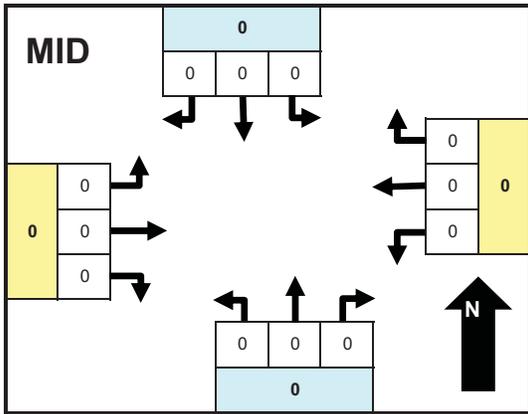




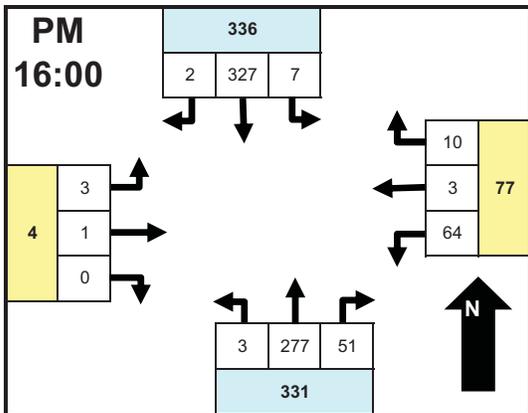
Intersection TMC: 1300382
Count Date: 6/26/2013



Time	From North TOM DARLINGTON DR				From East STAGE COACH PASS				From South TOM DARLINGTON DR				From West STAGE COACH PASS				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North TOM DARLINGTON DR				From East STAGE COACH PASS				From South TOM DARLINGTON DR				From West STAGE COACH PASS				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North TOM DARLINGTON DR				From East STAGE COACH PASS				From South TOM DARLINGTON DR				From West STAGE COACH PASS				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
16:00	2	80	0	0	20	1	4	0	0	80	9	0	0	0	0	0	0	196
16:15	4	75	2	0	13	0	1	0	0	60	16	0	2	1	0	0	0	174
16:30	1	106	0	0	15	2	3	0	2	73	12	0	0	0	0	0	0	214
16:45	0	66	0	0	16	0	2	0	1	64	14	0	1	0	0	0	0	164
17:00	0	93	0	0	16	1	3	0	0	62	14	0	0	0	0	0	0	189
17:15	2	71	2	0	13	1	1	0	0	63	11	0	0	0	1	0	0	165
17:30	1	40	0	0	11	0	1	0	0	62	9	0	0	0	1	0	0	125
17:45	0	61	1	0	13	0	0	0	1	51	13	0	0	0	0	0	0	140
Total	10	592	5	0	117	5	15	0	4	515	98	0	3	1	2	0	0	1367
Peak	7	327	2	0	64	3	10	0	3	277	51	0	3	1	0	0	0	748

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM				
MID				
PM	4:00 PM	748	4:30 PM	214

Approach Statistics

Per	Peak Hour	Pk Hr Vol						
AM								
MID								
PM	4:15 PM	347	4:00 PM	77	4:00 PM	331	4:00 PM	4

Comments

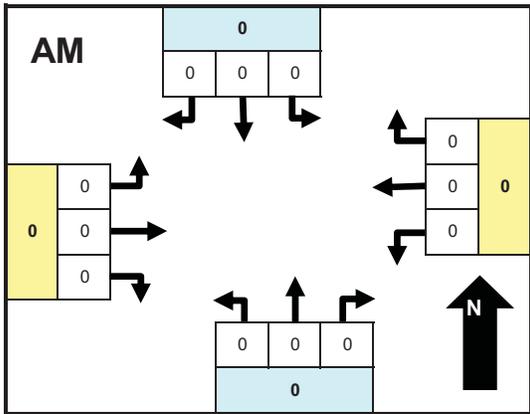
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Approach & Departure Volumes (No Peds)

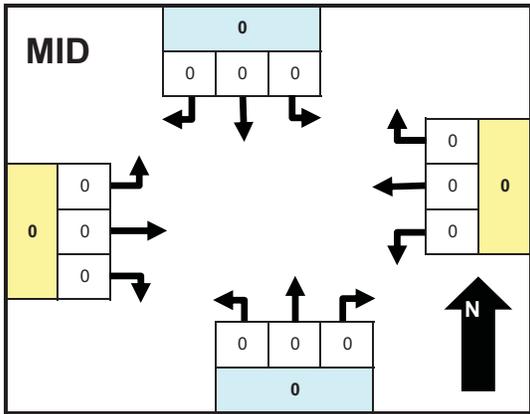
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0
PM	607	533	137	109	617	711	6	14



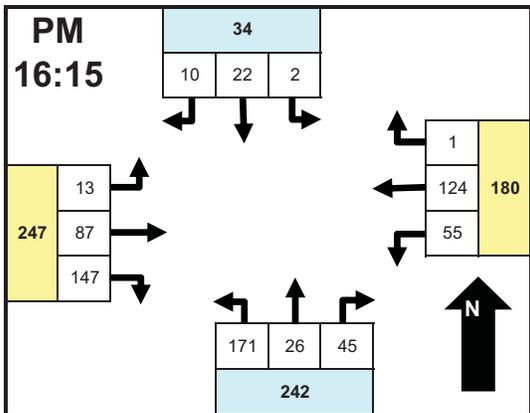
Intersection TMC: 1300383
Count Date: 6/26/2013



Time	From North SUNDANCE TR				From East CAVE CREEK RD				From South TOM DARLINGTON DR				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak																		



Time	From North SUNDANCE TR				From East CAVE CREEK RD				From South TOM DARLINGTON DR				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak																		



Time	From North SUNDANCE TR				From East CAVE CREEK RD				From South TOM DARLINGTON DR				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
16:00	0	7	3	0	11	22	2	0	46	8	15	0	1	30	29	0	174	
16:15	1	5	1	0	9	34	0	0	41	6	11	0	7	23	45	0	183	
16:30	0	4	1	0	19	34	1	0	36	8	9	0	1	17	36	0	166	
16:45	0	3	5	0	8	36	0	0	49	6	11	0	4	19	35	0	176	
17:00	1	10	3	0	19	20	0	0	45	6	14	0	1	28	31	0	178	
17:15	0	3	2	0	12	35	0	0	38	3	6	0	3	15	28	0	145	
17:30	1	2	1	0	12	21	0	0	46	5	3	0	1	21	22	0	135	
17:45	2	4	2	0	9	31	0	0	39	5	5	0	6	17	33	0	153	
Total	5	38	18	0	99	233	3	0	340	47	74	0	24	170	259	0	1310	
Peak	2	22	10	0	55	124	1	0	171	26	45	0	13	87	147	0	703	

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM				
MID				
PM	4:15 PM	703	4:15 PM	183

Approach Statistics

Per	Peak Hour	Pk Hr Vol						
AM								
MID								
PM	4:15 PM	34	4:30 PM	184	4:00 PM	246	4:00 PM	247

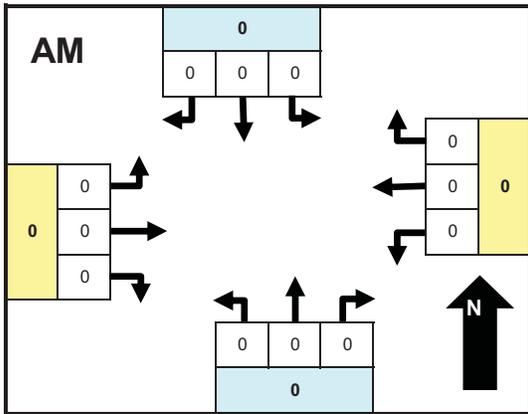
Comments

Approach & Departure Volumes (No Peds)

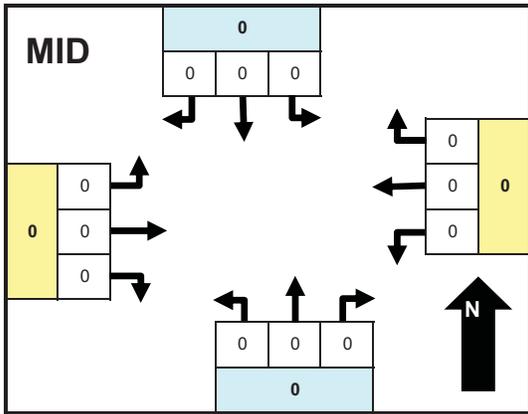
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0
PM	61	74	335	249	461	396	453	591



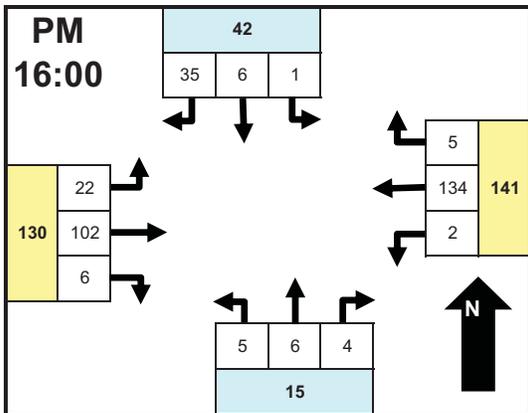
Intersection TMC: 1300384
Count Date: 6/26/2013



Time	From North CAREFREE DR				From East CAVE CREEK RD				From South CAREFREE DR				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North CAREFREE DR				From East CAVE CREEK RD				From South CAREFREE DR				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North CAREFREE DR				From East CAVE CREEK RD				From South CAREFREE DR				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
16:00	1	1	6	0	1	33	3	0	1	0	2	0	8	33	4	0	93	
16:15	0	2	7	0	1	32	1	0	0	4	2	0	5	23	0	0	77	
16:30	0	2	12	0	0	33	1	0	4	0	0	0	5	20	0	0	81	
16:45	0	1	10	0	0	36	0	0	0	2	0	0	4	26	2	0	84	
17:00	0	0	6	0	0	28	1	0	0	5	0	0	11	33	0	0	77	
17:15	0	1	11	0	1	42	0	0	0	2	0	0	4	16	0	0	57	
17:30	0	0	4	0	1	27	0	0	0	2	0	0	5	18	0	0	64	
17:45	1	1	7	0	0	32	0	0	0	1	0	0	5	16	1	0	64	
Total	2	8	63	0	4	263	6	0	5	16	4	0	47	185	7	0	610	
Peak	1	6	35	0	2	134	5	0	5	6	4	0	22	102	6	0	328	

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM				
MID				
PM	4:00 PM	328	4:00 PM	93

Approach Statistics

Per	Peak Hour	Pk Hr Vol						
AM								
MID								
PM	4:30 PM	43	4:30 PM	142	4:15 PM	17	4:00 PM	130

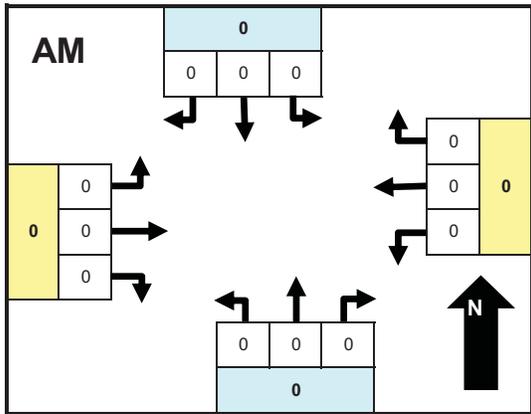
Comments

Approach & Departure Volumes (No Peds)

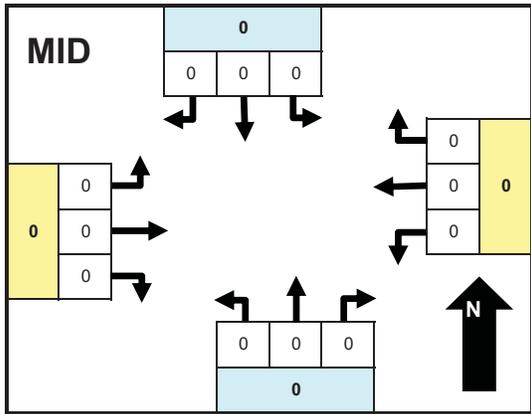
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0
PM	73	69	273	191	25	19	239	331



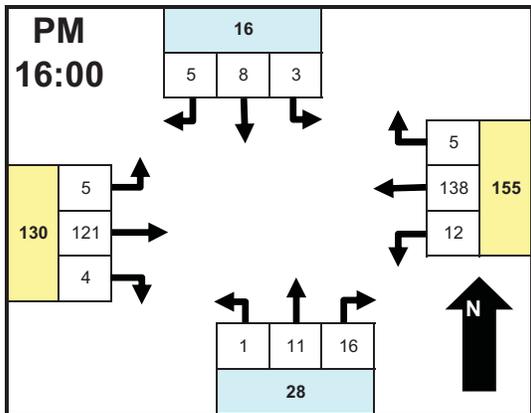
Intersection TMC: 1300385
Count Date: 6/26/2013



Time	From North TRANQUIL TR				From East CAVE CREEK RD				From South BLOODY BASIN RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North TRANQUIL TR				From East CAVE CREEK RD				From South BLOODY BASIN RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North TRANQUIL TR				From East CAVE CREEK RD				From South BLOODY BASIN RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
16:00	2	5	2	0	2	37	0	0	0	3	1	0	0	41	0	0	93	
16:15	1	1	0	0	3	36	2	0	1	4	4	0	2	29	1	0	84	
16:30	0	1	2	0	5	30	2	0	0	3	10	0	2	21	1	0	77	
16:45	0	1	1	0	2	35	1	0	0	1	1	0	1	30	2	0	75	
17:00	1	1	2	0	0	26	0	0	0	2	1	0	3	35	1	0	72	
17:15	1	3	1	0	1	49	2	0	0	3	3	0	0	18	1	0	82	
17:30	0	0	1	0	5	29	0	0	0	2	1	0	0	26	0	0	64	
17:45	0	0	0	0	0	29	0	0	2	4	2	0	0	23	0	0	60	
Total	5	12	9	0	18	271	7	0	3	22	23	0	8	223	6	0	607	
Peak	3	8	5	0	12	138	5	0	1	11	16	0	5	121	4	0	329	

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM				
MID				
PM	4:00 PM	329	4:00 PM	93

Approach Statistics

Per	Peak Hour	Pk Hr Vol						
AM								
MID								
PM	4:00 PM	16	4:00 PM	155	4:00 PM	28	4:00 PM	130

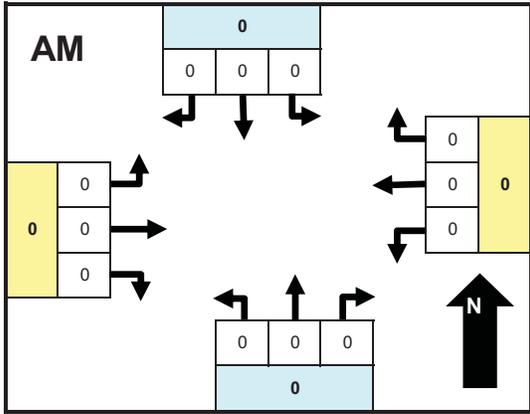
Comments

Approach & Departure Volumes (No Peds)

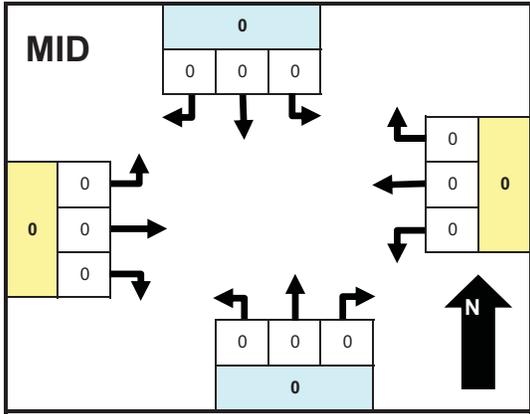
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0
PM	26	37	296	251	48	36	237	283



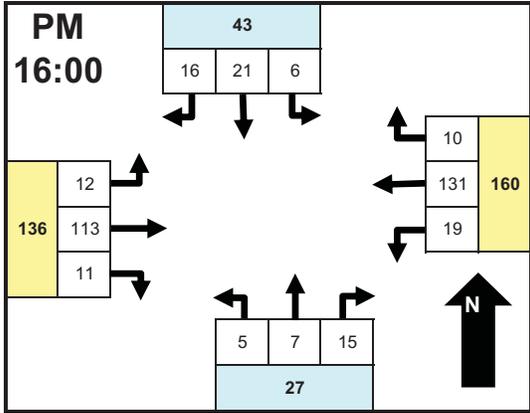
Intersection TMC: 1300386
Count Date: 6/26/2013



Time	From North MULE TRAIN RD				From East CAVE CREEK RD				From South MULE TRAIN RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak																		



Time	From North MULE TRAIN RD				From East CAVE CREEK RD				From South MULE TRAIN RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak																		



Time	From North MULE TRAIN RD				From East CAVE CREEK RD				From South MULE TRAIN RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
16:00	2	4	6	0	5	32	2	0	0	1	3	0	5	33	5	0	98	
16:15	0	3	3	0	3	32	4	0	1	3	2	0	5	28	2	0	86	
16:30	4	9	3	0	3	36	2	0	3	3	6	0	1	29	0	0	99	
16:45	0	5	4	0	8	31	2	0	1	0	4	0	1	23	4	0	83	
17:00	2	3	1	0	3	21	2	0	5	2	5	0	5	30	1	0	80	
17:15	0	2	11	0	6	34	1	0	4	2	5	0	2	14	0	0	81	
17:30	1	3	3	0	2	31	1	0	4	3	2	0	3	18	4	0	75	
17:45	3	2	1	0	1	20	2	0	4	2	1	0	1	18	3	0	58	
Total	12	31	32	0	31	237	16	0	22	16	28	0	23	193	19	0	660	
Peak	6	21	16	0	19	131	10	0	5	7	15	0	12	113	11	0	366	

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM				
MID				
PM	4:00 PM	366	4:30 PM	99

Approach Statistics

Per	Peak Hour	Pk Hr Vol						
AM								
MID								
PM	4:30 PM	44	4:00 PM	160	4:30 PM	40	4:00 PM	136

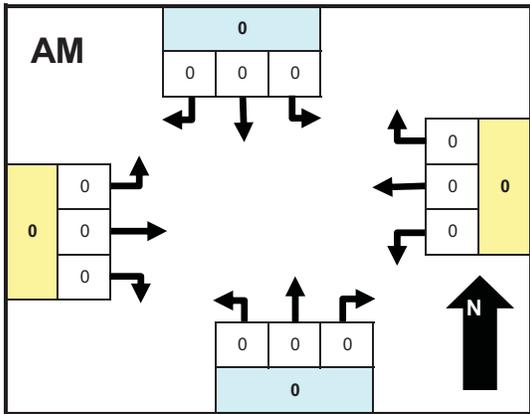
Comments

Approach & Departure Volumes (No Peds)

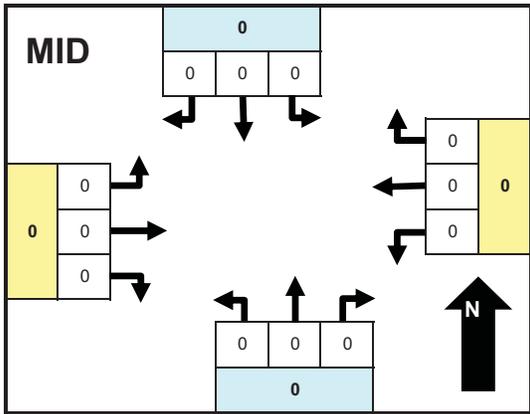
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0
PM	75	55	284	233	66	81	235	291



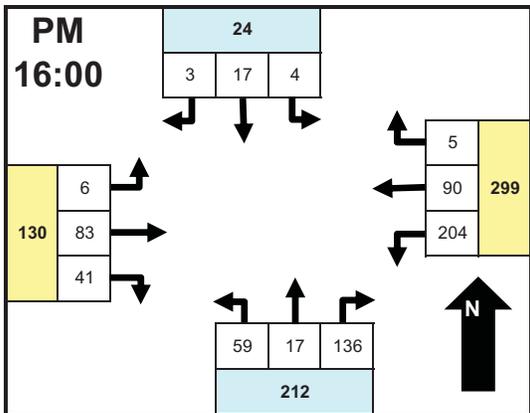
Intersection TMC: 1300387
Count Date: 6/26/2013



Time	From North PIMA RD				From East CAVE CREEK RD				From South PIMA RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North PIMA RD				From East CAVE CREEK RD				From South PIMA RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North PIMA RD				From East CAVE CREEK RD				From South PIMA RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
16:00	2	3	2	0	59	26	2	0	8	3	37	0	1	23	10	0	176	
16:15	1	8	0	0	54	19	1	0	18	6	28	0	1	18	13	0	167	
16:30	0	3	1	0	47	18	0	0	18	5	29	0	4	25	10	0	160	
16:45	1	3	0	0	44	27	2	0	15	3	42	0	0	17	8	0	162	
17:00	0	1	2	0	49	20	1	0	11	2	37	0	1	17	16	0	157	
17:15	0	2	0	0	37	20	0	0	10	0	41	0	2	16	3	0	131	
17:30	0	3	3	0	27	21	0	0	10	6	32	0	1	19	1	0	123	
17:45	0	5	1	0	31	8	1	0	11	2	42	0	0	18	7	0	126	
Total	4	28	9	0	348	159	7	0	101	27	288	0	10	153	68	0	1202	
Peak	4	17	3	0	204	90	5	0	59	17	136	0	6	83	41	0	665	

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM				
MID				
PM	4:00 PM	665	4:00 PM	176

Approach Statistics

Per	Peak Hour	Pk Hr Vol						
AM								
MID								
PM	4:00 PM	24	4:00 PM	299	4:15 PM	214	4:00 PM	130

Comments

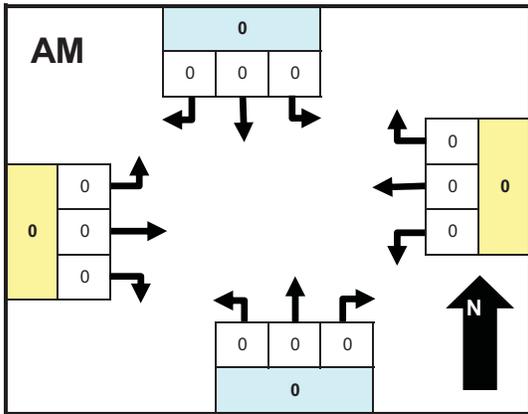
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Approach & Departure Volumes (No Peds)

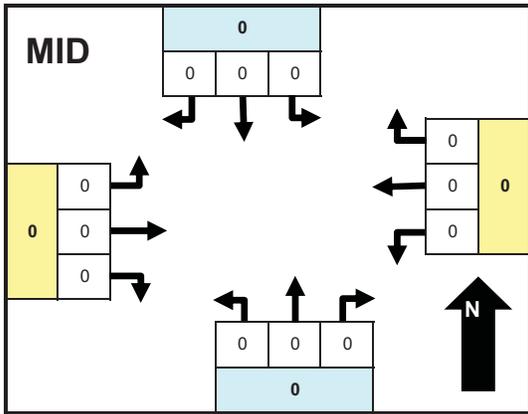
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0
PM	41	44	514	445	416	444	231	269



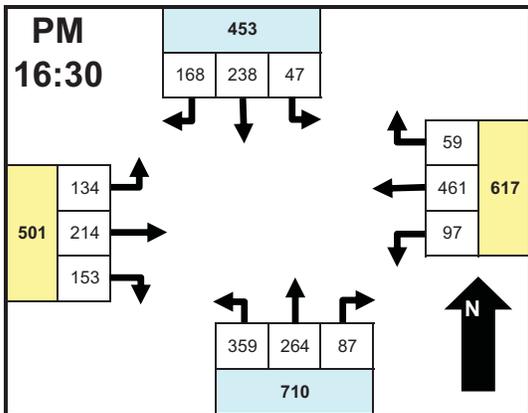
Intersection TMC: 1300388
Count Date: 6/26/2013



Time	From North CAVE CREEK RD				From East CAREFREE HWY				From South CAVE CREEK RD				From West CAREFREE HWY				INTSEC
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																	0



Time	From North CAVE CREEK RD				From East CAREFREE HWY				From South CAVE CREEK RD				From West CAREFREE HWY				TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																	0



Time	From North CAVE CREEK RD				From East CAREFREE HWY				From South CAVE CREEK RD				From West CAREFREE HWY				TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	
16:00	13	65	52	0	32	100	10	0	81	42	20	0	37	45	49	0	546
16:15	15	70	38	0	29	95	20	0	73	67	23	0	38	57	52	0	577
16:30	7	66	35	0	32	107	17	0	83	60	19	0	35	62	35	0	558
16:45	16	58	44	0	12	95	21	0	87	74	24	0	29	44	41	0	545
17:00	11	61	52	0	36	119	10	0	84	59	26	0	32	55	40	0	585
17:15	13	53	37	0	17	140	11	0	105	71	18	0	38	53	37	0	593
17:30	6	52	32	0	23	98	11	0	76	79	32	0	25	51	40	0	525
17:45	16	53	37	0	34	105	12	0	84	57	27	0	26	48	39	0	538
Total	97	478	327	0	215	859	112	0	673	509	189	0	260	415	333	0	4467
Peak	47	238	168	0	97	461	59	0	359	264	87	0	134	214	153	0	2281

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM				
MID				
PM	4:30 PM	2281	5:15 PM	593

Approach Statistics

Per	Peak Hour	Pk Hr Vol						
AM								
MID								
PM	4:00 PM	479	4:30 PM	617	4:45 PM	735	4:00 PM	524

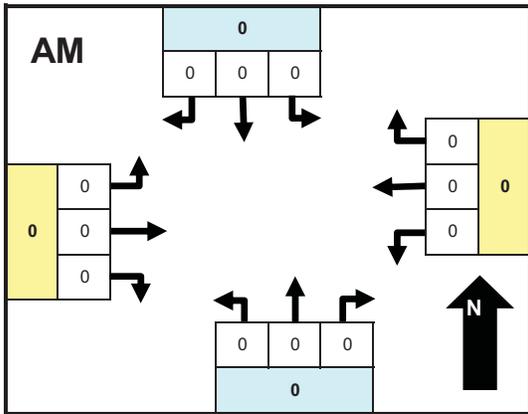
Comments

Approach & Departure Volumes (No Peds)

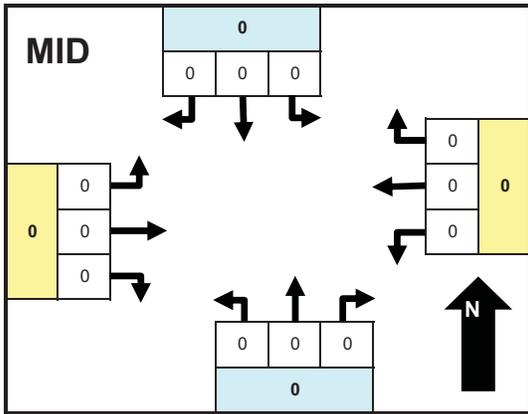
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0
PM	902	881	1186	701	1371	1026	1008	1859



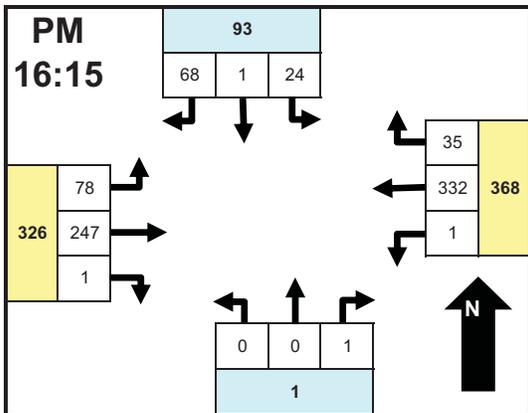
Intersection TMC: 1300389
Count Date: 6/26/2013



Time	From North SPUR CROSS RD				From East CAVE CREEK RD				From South COMML DRWY				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North SPUR CROSS RD				From East CAVE CREEK RD				From South COMML DRWY				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North SPUR CROSS RD				From East CAVE CREEK RD				From South COMML DRWY				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
16:00	7	0	12	0	2	83	4	0	1	0	0	0	11	51	0	0	171	
16:15	6	0	18	0	0	83	7	0	0	0	0	0	16	61	0	0	191	
16:30	7	0	20	0	0	73	10	0	0	0	0	0	24	70	0	0	204	
16:45	7	0	15	0	1	80	7	0	0	0	0	0	19	52	1	0	182	
17:00	4	1	15	0	0	96	11	0	0	0	1	0	19	64	0	0	211	
17:15	1	0	10	0	0	70	3	0	0	1	0	0	18	74	0	0	177	
17:30	9	0	6	0	0	59	12	0	0	0	0	0	18	55	0	0	159	
17:45	6	0	13	0	0	66	6	0	0	0	0	0	18	72	0	0	181	
Total	47	1	109	0	3	610	60	0	1	1	1	0	143	499	1	0	1476	
Peak	24	1	68	0	1	332	35	0	0	0	1	0	78	247	1	0	788	

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM				
MID				
PM	4:15 PM	788	5:00 PM	211

Approach Statistics

Per	Peak Hour	Pk Hr Vol						
AM								
MID								
PM	4:15 PM	93	4:15 PM	368	4:30 PM	2	4:30 PM	341

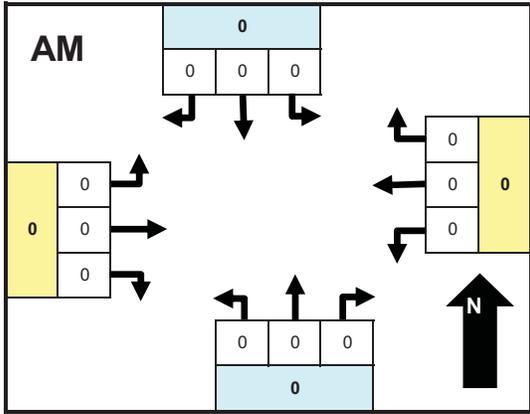
Comments

Approach & Departure Volumes (No Peds)

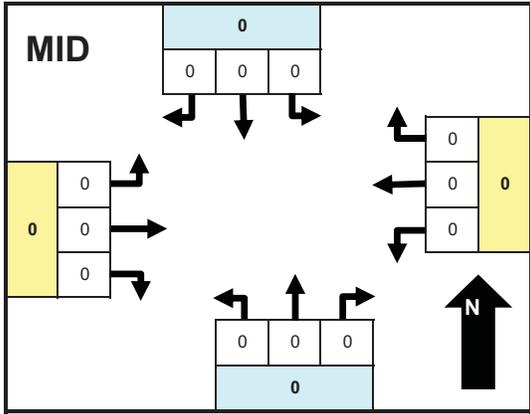
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0
PM	157	204	673	547	3	5	643	720



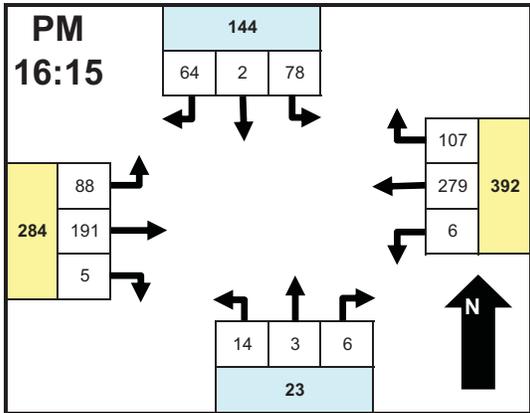
Intersection TMC: 1300390
Count Date: 6/26/2013



Time	From North SCHOOL HOUSE RD				From East CAVE CREEK RD				From South SCHOOL HOUSE RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North SCHOOL HOUSE RD				From East CAVE CREEK RD				From South SCHOOL HOUSE RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak																		0



Time	From North SCHOOL HOUSE RD				From East CAVE CREEK RD				From South SCHOOL HOUSE RD				From West CAVE CREEK RD				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
16:00	15	2	19	0	3	67	20	0	0	0	1	0	15	51	0	2	195	
16:15	16	0	18	0	4	65	26	0	4	0	0	0	19	60	1	2	215	
16:30	25	0	18	0	1	67	22	0	1	1	0	0	28	47	0	0	210	
16:45	26	1	12	0	1	69	28	0	6	0	3	1	20	41	0	0	208	
17:00	11	1	16	0	0	78	31	0	3	2	3	0	21	43	4	0	213	
17:15	17	0	16	0	1	63	19	0	1	1	3	0	19	47	1	0	188	
17:30	7	1	16	0	1	56	14	0	3	0	3	1	23	43	2	0	170	
17:45	17	0	13	0	3	58	19	0	2	0	3	0	19	50	3	0	187	
Total	134	5	128	0	14	523	179	0	20	4	16	2	164	382	11	4	1586	
Peak	78	2	64	0	6	279	107	0	14	3	6	1	88	191	5	2	846	

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM				
MID				
PM	4:15 PM	846	4:15 PM	215

Approach Statistics

Per	Peak Hour	Pk Hr Vol						
AM								
MID								
PM	4:00 PM	152	4:15 PM	392	4:45 PM	30	4:00 PM	286

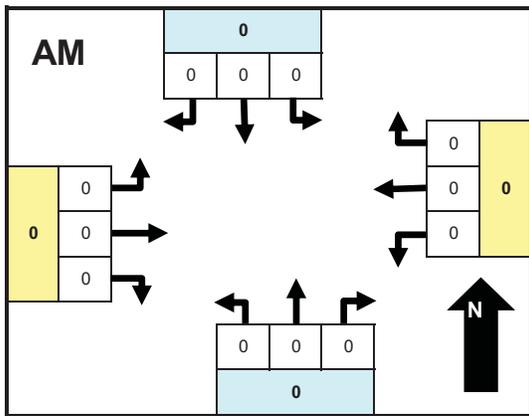
Comments

Approach & Departure Volumes (No Peds)

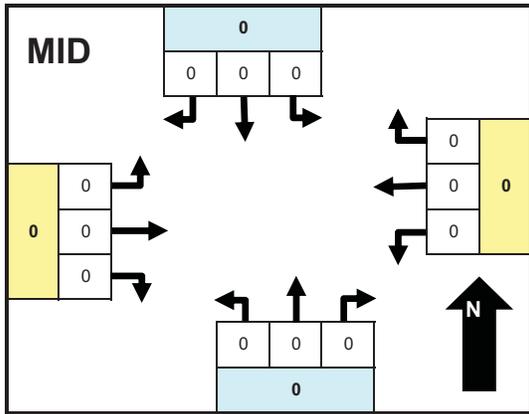
Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0
PM	267	347	716	532	40	30	557	671



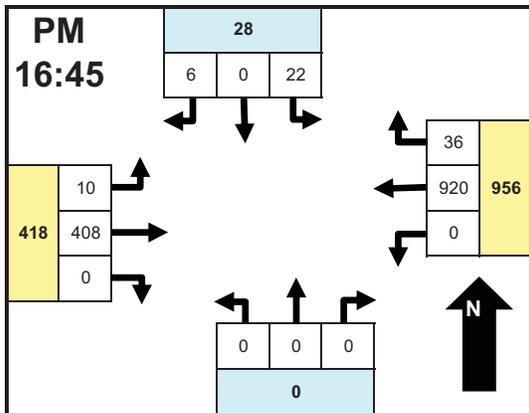
Intersection TMC: 1300391
Count Date: 6/26/2013



Time	From North 32ND ST				From East CAREFREE HWY				From South NONE				From West CAREFREE HWY				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak																	0	



Time	From North 32ND ST				From East CAREFREE HWY				From South NONE				From West CAREFREE HWY				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak																	0	



Time	From North 32ND ST				From East CAREFREE HWY				From South NONE				From West CAREFREE HWY				INTSEC	TOTAL
	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped		
16:00	1	0	2	0	0	165	9	0	0	0	0	0	2	101	0	0	280	
16:15	4	0	5	0	0	208	10	0	0	0	0	0	1	115	0	0	343	
16:30	6	0	2	0	0	194	9	0	0	0	0	0	3	117	0	0	331	
16:45	4	0	2	0	0	204	3	0	0	0	0	0	1	90	0	0	304	
17:00	6	0	2	0	0	239	6	0	0	0	0	0	2	98	0	0	353	
17:15	5	0	0	0	0	248	14	0	0	0	0	0	2	113	0	0	382	
17:30	7	0	2	0	0	229	13	0	0	0	0	0	5	107	0	0	363	
17:45	3	0	1	0	0	181	8	0	0	0	0	0	0	98	0	0	291	
Total	36	0	16	0	0	1668	72	0	0	0	0	0	16	839	0	0	2647	
Peak	22	0	6	0	0	920	36	0	0	0	0	0	10	408	0	0	1402	

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol
AM				
MID				
PM	4:45 PM	1402	5:15 PM	382

Approach Statistics

Per	Peak Hour	Pk Hr Vol						
AM								
MID								
PM	4:15 PM	31	4:45 PM	956	4:45 PM	0	4:00 PM	430

Comments

Approach & Departure Volumes (No Peds)

Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	0	0	0	0	0	0	0	0
MID	0	0	0	0	0	0	0	0
PM	52	88	1740	875	0	0	855	1684



E. 2009 FDOT Quality/Level of Service Handbook



Generalized Annual Average Daily Volumes for Florida's
Rural Undeveloped Areas and Cities OR
Developed Areas Less than 5,000 Population¹

10/4/10

TABLE 3

Rural Undeveloped Areas					Cities or Rural Developed Areas Less Than 5000						
FREEWAYS					FREEWAYS						
Lanes	B	C	D	E	Lanes	B	C	D	E		
4	37,100	50,800	59,900	63,700	4	37,100	49,900	59,400	63,700		
6	56,500	76,400	89,900	98,300	6	54,800	74,600	89,000	98,300		
8	75,100	101,100	119,900	132,900	8	73,300	100,200	118,700	132,700		
Freeway Adjustments					Freeway Adjustments						
Auxiliary Lanes +18,000					Auxiliary Lanes +18,000						
UNINTERRUPTED FLOW TWO-LANE HIGHWAYS					UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	4,500	8,100	13,800	27,600	2	Undivided	7,800	14,200	20,000	25,600
Passing Lane Adjustment					Uninterrupted Flow Highway Adjustments						
Alter LOS B-D volumes in proportion to passing lane length to the highway segment length.					Lanes Median Exclusive left lanes Adjustment factors						
UNINTERRUPTED FLOW MULTILANE HIGHWAYS					2 Divided Yes +5%						
Lanes	Median	B	C	D	E	Multi Undivided Yes -5%					
4	Divided	26,300	41,100	52,100	59,100	Multi Undivided No -25%					
6	Divided	39,400	61,700	78,000	88,600						
ISOLATED STATE SIGNALIZED INTERSECTIONS					STATE SIGNALIZED ARTERIALS						
Lanes	B	C	D	E	Lanes	Median	B	C	D	E	
2	**	4,700	10,400	12,300	2	Undivided	**	9,800	13,000	13,900	
4	**	10,300	23,200	25,500	4	Divided	**	23,300	28,000	29,900	
6	**	15,800	36,000	38,500	6	Divided	**	36,400	42,400	45,000	
BICYCLE MODE²					Non-State Signalized Roadway Adjustments						
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					(Alter corresponding state volumes by the indicated percent.)						
Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E	Major City/County Roadways - 10%						
0-49%	**	**	**	7,800	Other Signalized Roadways - 35%						
50-84%	**	**	**	14,000	State & Non-State Signalized Roadway Adjustments						
85-100%	**	4,200	>4,200	***	(Alter corresponding volume by the indicated percent.)						
					Divided/Undivided & Turn Lane Adjustments						
					Lanes Median Exclusive Left Turn Exclusive Right Turn Adjustment Factors						
					2 Divided Yes No +5%						
					2 Undivided No No -20%						
					Multi Undivided Yes No -5%						
					Multi Undivided No No -25%						
					- - - Yes +5%						
					BICYCLE MODE²						
					(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						
					Paved Shoulder/ Bicycle Lane Coverage						
					B C D E						
					0-49% ** 2,800 7,300 >7,300						
					50-84% 2,200 3,400 13,100 >13,100						
					85-100% 4,100 >4,100 *** ***						
					PEDESTRIAN MODE²						
					(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						
					Sidewalk Coverage						
					B C D E						
					0-49% ** ** 5,000 14,400						
					50-84% ** ** 11,300 18,800						
					85-100% ** 11,400 18,800 >18,800						

¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model and Pedestrian LOS Model, respectively for the automobile/truck, bicycle, and pedestrian modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450



F. 2013 Intersection Level of Service Analysis (PM Peak)



Existing 2013 PM Level of Service
4: Cave Creek Road & Carefree Highway

10/4/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	134	214	153	97	461	59	359	264	87	47	238	168
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	190.0	186.3	186.3	186.3
Lanes	1	2	0	1	2	1	2	2	0	1	2	1
Cap, veh/h	476	1242	0	555	1035	440	1023	899	291	450	952	405
Arrive On Green	0.14	0.33	0.00	0.09	0.28	0.28	0.14	0.33	0.33	0.07	0.26	0.26
Sat Flow, veh/h	1774	3725	0	1774	3725	1583	3442	2697	874	1774	3725	1583
Grp Volume(v), veh/h	146	233	0	105	501	64	390	196	186	51	259	183
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	1583	1721	1863	1709	1774	1863	1583
Q Serve(g_s), s	4.0	4.0	0.0	3.6	10.1	2.7	5.8	7.1	7.3	1.8	5.0	8.8
Cycle Q Clear(g_c), s	4.0	4.0	0.0	3.6	10.1	2.7	5.8	7.1	7.3	1.8	5.0	8.8
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	476	1242	0	555	1035	440	1023	621	570	450	952	405
V/C Ratio(X)	0.31	0.19	0.00	0.19	0.48	0.15	0.38	0.32	0.33	0.11	0.27	0.45
Avail Cap(c_a), veh/h	476	1242	0	555	1035	440	1023	621	570	450	952	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	21.3	0.0	19.2	27.1	24.5	14.1	22.4	22.4	21.3	26.8	28.2
Incr Delay (d2), s/veh	1.7	0.3	0.0	0.8	1.6	0.7	1.1	1.3	1.5	0.5	0.7	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.8	1.9	0.0	1.6	4.9	1.2	2.4	3.4	3.3	0.8	2.4	3.8
Lane Grp Delay (d), s/veh	15.9	21.7	0.0	19.9	28.7	25.2	15.2	23.7	24.0	21.8	27.5	31.8
Lane Grp LOS	B	C		B	C	C	B	C	C	C	C	C
Approach Vol, veh/h		379			670			772			493	
Approach Delay, s/veh		19.4			27.0			19.4			28.5	
Approach LOS		B			C			B			C	
Timer												
Assigned Phs	7	4		3	8		5	2		1	6	
Phs Duration (G+Y+Rc), s	17.0	34.0		12.0	29.0		17.0	34.0		10.0	27.0	
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Max Green Setting (Gmax), s	13.0	30.0		8.0	25.0		13.0	30.0		6.0	23.0	
Max Q Clear Time (g_c+I1), s	6.0	6.0		5.6	12.1		7.8	9.3		3.8	10.8	
Green Ext Time (p_c), s	0.2	5.4		0.0	4.2		0.7	4.7		0.0	3.8	
Intersection Summary												
HCM 2010 Ctrl Delay			23.6									
HCM 2010 LOS			C									
Notes												

Existing 2013 PM Level of Service
8: Carefree Drive & Cave Creek Road

10/4/2013

Intersection				
Intersection Delay, s/veh	4.5			
Intersection LOS	A			
Approach	EB	NW	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	142	153	16	46
Demand Flow Rate, veh/h	144	156	16	47
Vehicles Circulating, veh/h	10	36	138	156
Vehicles Exiting, veh/h	193	118	16	36
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	4.6	3.8	4.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	R	LR	LTR	LTR
Assumed Moves	R	LR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	144	156	16	47
Cap Entry Lane, veh/h	1119	1090	984	967
Entry HV Adj Factor	0.986	0.981	0.991	0.976
Flow Entry, veh/h	142	153	16	46
Cap Entry, veh/h	1103	1069	976	943
V/C Ratio	0.129	0.143	0.016	0.049
Control Delay, s/veh	4.4	4.6	3.8	4.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Existing 2013 PM Level of Service
2: Mule Train Road & Cave Creek Road

10/4/2013

Intersection												
Intersection Delay, s/veh	8.3											
Intersection LOS	A											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Vol, veh/h	5	7	15	6	21	16	12	113	11	19	131	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	8	16	7	23	17	13	123	12	21	142	11
Number of Lanes	1	1	0	0	1	0	1	2	0	1	2	0

Approach	NB	SB	SE	NW
Opposing Approach	SB	NB	NW	SE
Opposing Lanes	1	2	3	3
Conflicting Approach Left	SE	NW	SB	NB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NW	SE	NB	SB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	8	8.3	8.3	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	NWLn1	NWLn2	NWLn3	SELn1	SELn2	SELn3	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	14%
Vol Thru, %	0%	32%	0%	100%	81%	0%	100%	77%	49%
Vol Right, %	0%	68%	0%	0%	19%	0%	0%	23%	37%
Sign Control	Stop								
Traffic Vol by Lane	5	22	19	87	54	12	75	49	43
LT Vol	0	7	0	87	44	0	75	38	21
Through Vol	0	15	0	0	10	0	0	11	16
RT Vol	5	0	19	0	0	12	0	0	6
Lane Flow Rate	5	24	21	95	58	13	82	53	47
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.009	0.033	0.032	0.133	0.08	0.02	0.116	0.073	0.068
Departure Headway (Hd)	5.955	4.979	5.555	5.054	4.923	5.604	5.103	4.944	5.228
Convergence, Y/N	Yes								
Cap	601	719	646	710	729	640	703	725	686
Service Time	3.688	2.711	3.278	2.777	2.646	3.328	2.827	2.668	2.957
HCM Lane V/C Ratio	0.008	0.033	0.033	0.134	0.08	0.02	0.117	0.073	0.069
HCM Control Delay	8.7	7.9	8.5	8.6	8.1	8.4	8.5	8.1	8.3
HCM Lane LOS	A	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.5	0.3	0.1	0.4	0.2	0.2

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Existing 2013 PM Level of Service
 3: Tom Darlington Drive/Sundance Trail & Cave Creek Road

10/4/2013

Intersection												
Intersection Delay, s/veh	10.3											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	13	87	147	55	124	1	171	26	45	2	22	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	95	160	60	135	1	186	28	49	2	24	11
Number of Lanes	1	2	0	1	2	0	1	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	1	3	3
HCM Control Delay	10	9.9	10.9	9.5
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	6%
Vol Thru, %	0%	100%	0%	0%	100%	16%	0%	100%	98%	65%
Vol Right, %	0%	0%	100%	0%	0%	84%	0%	0%	2%	29%
Sign Control	Stop									
Traffic Vol by Lane	171	26	45	13	58	176	55	83	42	34
LT Vol	0	26	0	0	58	29	0	83	41	22
Through Vol	0	0	45	0	0	147	0	0	1	10
RT Vol	171	0	0	13	0	0	55	0	0	2
Lane Flow Rate	186	28	49	14	63	191	60	90	46	37
Geometry Grp	7	7	7	8	8	8	8	8	8	8
Degree of Util (X)	0.325	0.045	0.069	0.026	0.105	0.287	0.11	0.153	0.078	0.065
Departure Headway (Hd)	6.291	5.791	5.092	6.504	5.999	5.41	6.617	6.112	6.095	6.286
Convergence, Y/N	Yes									
Cap	572	619	704	551	598	666	543	588	589	570
Service Time	4.018	3.518	2.819	4.232	3.728	3.138	4.346	3.842	3.825	4.022
HCM Lane V/C Ratio	0.325	0.045	0.07	0.025	0.105	0.287	0.11	0.153	0.078	0.065
HCM Control Delay	12	8.8	8.2	9.4	9.4	10.3	10.2	9.9	9.3	9.5
HCM Lane LOS	B	A	A	A	A	B	B	A	A	A
HCM 95th-tile Q	1.4	0.1	0.2	0.1	0.4	1.2	0.4	0.5	0.3	0.2

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Existing 2013 PM Level of Service
7: Schoolhouse Road & Cave Creek Road

10/4/2013

Intersection												
Intersection Delay, s/veh	10.9											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	88	191	5	6	279	107	14	3	6	78	2	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	208	5	7	303	116	15	3	7	85	2	70
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	3	3
HCM Control Delay	10.5	11.4	10.2	10.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	61%	100%	0%	0%	100%	0%	0%	97%	0%
Vol Thru, %	13%	0%	100%	93%	0%	100%	46%	3%	0%
Vol Right, %	26%	0%	0%	7%	0%	0%	54%	0%	100%
Sign Control	Stop								
Traffic Vol by Lane	23	88	127	69	6	186	200	80	64
LT Vol	3	0	127	64	0	186	93	2	0
Through Vol	6	0	0	5	0	0	107	0	64
RT Vol	14	88	0	0	6	0	0	78	0
Lane Flow Rate	25	96	138	75	7	202	217	87	70
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.049	0.176	0.236	0.126	0.012	0.334	0.336	0.172	0.115
Departure Headway (Hd)	7.103	6.642	6.137	6.086	6.452	5.947	5.569	7.116	5.928
Convergence, Y/N	Yes								
Cap	503	540	585	589	555	605	646	504	604
Service Time	4.858	4.382	3.877	3.825	4.187	3.682	3.304	4.861	3.672
HCM Lane V/C Ratio	0.05	0.178	0.236	0.127	0.013	0.334	0.336	0.173	0.116
HCM Control Delay	10.2	10.8	10.8	9.7	9.3	11.7	11.1	11.3	9.4
HCM Lane LOS	B	B	B	A	A	B	B	B	A
HCM 95th-tile Q	0.2	0.6	0.9	0.4	0	1.5	1.5	0.6	0.4

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Existing 2013 PM Level of Service
9: Pima Road & Cave Creek Road

10/4/2013

Intersection												
Intersection Delay, s/veh	10.5											
Intersection LOS	B											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	83	41	204	90	5	59	17	136	4	17	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	90	45	222	98	5	64	18	148	4	18	3
Number of Lanes	1	2	0	1	2	0	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	3	3
HCM Control Delay	9.3	11.5	9.8	9.4
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	78%	0%	100%	0%	0%	100%	0%	0%	19%	0%
Vol Thru, %	22%	0%	0%	100%	40%	0%	100%	86%	81%	0%
Vol Right, %	0%	100%	0%	0%	60%	0%	0%	14%	0%	100%
Sign Control	Stop									
Traffic Vol by Lane	76	136	6	55	69	204	60	35	21	3
LT Vol	17	0	0	55	28	0	60	30	17	0
Through Vol	0	136	0	0	41	0	0	5	0	3
RT Vol	59	0	6	0	0	204	0	0	4	0
Lane Flow Rate	83	148	7	60	75	222	65	38	23	3
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.146	0.217	0.012	0.102	0.118	0.381	0.103	0.059	0.041	0.005
Departure Headway (Hd)	6.367	5.28	6.614	6.11	5.688	6.188	5.685	5.584	6.536	5.739
Convergence, Y/N	Yes									
Cap	564	681	542	588	631	583	632	643	549	624
Service Time	4.09	3.003	4.338	3.833	3.411	3.907	3.403	3.302	4.268	3.47
HCM Lane V/C Ratio	0.147	0.217	0.013	0.102	0.119	0.381	0.103	0.059	0.042	0.005
HCM Control Delay	10.2	9.5	9.4	9.5	9.2	12.7	9.1	8.7	9.5	8.5
HCM Lane LOS	B	A	A	A	A	B	A	A	A	A
HCM 95th-tile Q	0.5	0.8	0	0.3	0.4	1.8	0.3	0.2	0.1	0

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Existing 2013 PM Level of Service
1: Carefree Highway & 32nd Street

10/4/2013

Intersection

Intersection Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	408	920	36	22	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	350	-	-	450	150	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	443	1000	39	24	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1000	0	500
Stage 1	-	-	-
Stage 2	-	-	-
Follow-up Headway	2.22	-	3.32
Pot Capacity-1 Maneuver	688	-	516
Stage 1	-	-	-
Stage 2	-	-	-
Time blocked-Platoon, %	-	-	-
Mov Capacity-1 Maneuver	688	-	516
Mov Capacity-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	26.7
HCM LOS			D

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	688	-	-	-	164	516
HCM Lane V/C Ratio	0.016	-	-	-	0.146	0.013
HCM Control Delay (s)	10.317	-	-	-	30.7	12.1
HCM Lane LOS	B				D	B
HCM 95th %tile Q(veh)	0.048	-	-	-	0.498	0.038

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Existing 2013 PM Level of Service
5: Cave Creek Road & Spur Cross Road

10/4/2013

Intersection

Intersection Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	78	247	1	1	332	35	0	0	1	24	1	68
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	130	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	85	268	1	1	361	38	0	0	1	26	1	74

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	399	0	0	270
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2.22	-	-	2.22
Pot Capacity-1 Maneuver	1156	-	-	1290
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	1156	-	-	1290
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0	9.1	12.7
HCM LOS			A	B

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	889	1156	-	-	1290	-	-	568
HCM Lane V/C Ratio	0.001	0.073	-	-	0.001	-	-	0.178
HCM Control Delay (s)	9.1	8.361	-	-	7.793	-	-	12.7
HCM Lane LOS	A	A			A			B
HCM 95th %tile Q(veh)	0.004	0.237	-	-	0.003	-	-	0.642

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Existing 2013 PM Level of Service
6: Tom Darlington Drive & Stage Coach Pass Road

10/4/2013

Intersection

Intersection Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	3	1	0	64	3	10	3	277	51	7	327	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	130	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	0	70	3	11	3	301	55	8	355	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	714	735	357	707	708	329	358	0	0	357	0	0
Stage 1	372	372	-	335	335	-	-	-	-	-	-	-
Stage 2	342	363	-	372	373	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	346	347	687	350	360	712	1201	-	-	1202	-	-
Stage 1	648	619	-	679	643	-	-	-	-	-	-	-
Stage 2	673	625	-	648	618	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-	-	-	-
Mov Capacity-1 Maneuver	336	344	687	347	357	712	1201	-	-	1202	-	-
Mov Capacity-2 Maneuver	336	344	-	347	357	-	-	-	-	-	-	-
Stage 1	646	615	-	677	641	-	-	-	-	-	-	-
Stage 2	658	623	-	643	614	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.8			17.5			0.1			0.2		
HCM LOS	C			C								

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1201	-	-	338	372	1202	-	-
HCM Lane V/C Ratio	0.003	-	-	0.013	0.225	0.006	-	-
HCM Control Delay (s)	8.006	-	-	15.8	17.5	8.014	-	-
HCM Lane LOS	A			C		C		A
HCM 95th %tile Q(veh)	0.008	-	-	0.039	0.851	0.019	-	-

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Existing 2013 PM Level of Service
 10: Bloody Basin Rd/Tranquil Trl & Cave Creek Road

10/4/2013

Intersection

Intersection Delay, s/veh 1.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	5	121	4	12	138	5	1	11	16	3	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	65	-	-	55	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	132	4	13	150	5	1	12	17	3	9	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	155	0	0	136
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Follow-up Headway	2.22	-	-	2.22
Pot Capacity-1 Maneuver	1423	-	-	1446
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %	-	-	-	-
Mov Capacity-1 Maneuver	1423	-	-	1446
Mov Capacity-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	0.6	9.9	10.4
HCM LOS			A	B

Minor Lane / Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	763	1446	-	-	1423	-	-	680
HCM Lane V/C Ratio	0.04	0.009	-	-	0.004	-	-	0.026
HCM Control Delay (s)	9.9	7.512	-	-	7.54	-	-	10.4
HCM Lane LOS	A	A			A			B
HCM 95th %tile Q(veh)	0.124	0.027	-	-	0.012	-	-	0.079

Notes

~ : Volume Exceeds Capacity; \$: Delay Exceeds 300 Seconds; Error : Computation Not Defined