



**PUBLIC NOTICE
PLANNING & ZONING COMMISSION**

Meets

Wednesday, December 17, 2025

6:00 PM

**ELOY CITY COUNCIL CHAMBERS
595 NORTH C STREET
ELOY, ARIZONA 85131**

AGENDA

I. Call to Order

II. Roll Call

III. Pledge of Allegiance

IV. Public Appearances

Those wishing to **ADDRESS THE PLANNING & ZONING COMMISSION** may do so by signing in on a form provided by the Community Development Director, identifying the topic(s) or agenda item(s). **ACTION** taken as a result of public comment regarding non agenda items will be limited to directing staff to study the matter or rescheduling the matter for further consideration and decision at a later date. **SPEAKERS SHALL BE LIMITED TO THREE (3) MINUTES.**

V. Motion to approve the minutes of the Planning and Zoning Commission

A. November 19, 2025, Planning and Zoning Commission Meeting Minutes.

VI. Consent Agenda

A. All items listed on the consent agenda may be enacted by one motion and one roll call vote of the Planning and Zoning Commission. Unless a commission member or member of the public so requests a separate discussion be held on any item, the item will be removed from the consent agenda and considered in its normal sequence on the agenda. The commission shall conduct a Public Hearing and possibly take action on the following:

1. Case No. PP2025-001: Sunshine Industrial Park. A request by the Rose Law Group, PC, on behalf of WSI Development Sub, LP, ET AL, and Walton Sunshine Industrial, LP, for a 26-lot subdivision containing approximately 148.36 acres, with Light Industrial (I-1) zoning.

2. Case No. RZPAD2025-003: AZ Skydive. A request by Jessica Sarkissian, of Upfront Planning & Entitlements, LLC, as the applicant on behalf of LLSS, LLC, Lawrence E & Lillian A Hill, and Drop Inn Motel & RV Park, LLC, to rezone an approximately 76-acre

site located approximately 2,215 feet north of the northeast of North Tumbleweed Road and West Shedd Road from Light Industrial (I-1) and General Industrial (I-2) to Light Industrial (I-1) and General Industrial (I-2) with the Planned Area Development Overlay (PAD).

VII. New Business: Possible discussion and/or action on the following:

- A. General Plan Update - Mapping the Future Outreach Summary
- B. Conduct a public hearing and make a recommendation to the Eloy City Council on the following: Case No. GPA2024-005 and RZ2024-004: Eloy 310. A requests by Julie Vermillion, of Coe & Van Loo Consultant, on behalf of TES Farms for a major General Plan Amendment from Community Commercial and Light Industrial to Mixed-Use consisting of approximately 310 acres located approximately 1237 feet east of the northeast corner of North Sunland Gin Road and West Shedd Road; and, a request to rezone an approximately 310-acre site located approximately 1237 feet east of the northeast corner of North Sunland Gin Boulevard and West Shedd Road from Single-Family Residential (R1-12) to Light Industrial (I-1) and Multiple Family Residential (R-3).

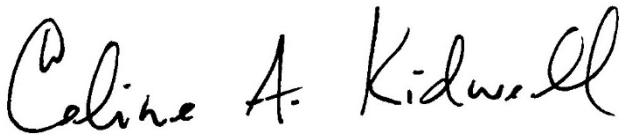
VIII. Informational Item:

- A. Planning and Zoning Commission members and staff will update the public on relevant events and activities they have attended since the last meeting and any future events, activities, and potential agenda items. These items are for information only—no action will be taken.

IX. Motion to Adjourn

POSTED BY AT ELOY CITY HALL, ELOY POST OFFICE, AND CITY WEBSITE: www.elayaz.gov

THE FACILITY WILL BE OPEN TO THE PUBLIC 30 MINUTES PRIOR TO THE START OF THE MEETING AND SEATING WILL BE AVAILABLE FOR “REASONABLY ANTICIPATED ATTENDANCE.”



Celine A. Kidwell, CMC, FCRM
City Clerk

INDIVIDUALS WITH SPECIAL ACCESSIBILITY NEEDS MAY CONTACT MICHELLE HALL, ADA COORDINATOR FOR THE CITY OF ELOY AT 520-466-9201 OR 520-466-7455 (TDD). IF POSSIBLE, SUCH REQUESTS SHOULD BE MADE 72 HOURS IN ADVANCE. ONE OR MORE MEMBERS OF THE COMMISSION AND/OR STAFF MAY PARTICIPATE BY TELEPHONIC OR VIDEO MEANS.



PLANNING & ZONING COMMISSION
MEETING MINUTES
WEDNESDAY, NOVEMBER 19, 2025
6:00 PM
TOLTEC ELEMENTARY
3315 N TOLTEC RD
ELOY, ARIZONA 85131

I. Call to Order

Chairman Paulson called the meeting to order at 6:00 pm.

II. Roll Call

Chairman Steven Paulson
Vice-Chairman Conrad Tolson
Commissioner Gerard Wittman
Commissioner Allen Crawford
Commissioner Bhakta Nallanthighal
Commissioner Johnny Gunn (Via Zoom)
Alternate Commissioner Erika Lopez (Via Zoom)
Ex-Officio Stand in Dan Snyder

Absent:

Ex-Officio Andrew Sutton (excused)
Commissioner Frank Frassetto (excused)

Staff:

Dan Symer, Community Development Director
Michelle Hall, Executive Assistant

III. Pledge of Allegiance

Chairman Paulson led the Pledge of Allegiance.

IV. Public Appearances

Commissioner Wittman discussed a topic not related to the agenda that he wanted to discuss with his peers.

V. Motion to Approve Meeting Minutes.

- A. October 15, 2025, Joint City Council and Planning and Zoning Commission work session meeting minutes.
- B. October 15, 2025, Planning and Zoning Commission meeting minutes.

Commissioner Tolson motioned to approve the meeting minutes of the October 15th Planning Commission.

Commissioner Crawford seconded the motion.

The motion passed 7-0

VI. New Business: Possible discussion and/or action on the following:

- A. Conduct a public hearing and discuss the following: Case No. GPA2024-005: Eloy 310. A request by Julie Vermillion, of Coe & Van Loo Consultant, on behalf of TES Farms, for a Major General Plan Amendment from Community Commercial and Light Industrial to Mixed-use consisting of approximately 310 acres located approximately 1237 feet east of the northeast corner of North Sunshine Boulevard and West Shedd Road. This is a non-action public hearing.

Chairman Paulson opened the public hearing.

Ms. Vermillion stated her address was 4550 N 12th Street in Phoenix, AZ. Ms. Vermillion noted that she was here on behalf of her client, TES Farms, for a Major General Plan Amendment from Community Commercial and Light Industrial to Mixed-use, consisting of approximately 310 acres located approximately 1237 feet east of the northeast corner of North Sunshine Boulevard and West Shedd Road.

Ms. Vermillion gave a brief presentation and answered clarifying questions from Commissioners Lopez, Nallanthighal, and Vice-Chairman Tolson.

There were no questions from the public. Chairman Paulson closed the public hearing and brought the matter back to the commissioners for discussion.

Chairman Paulson requested a motion.

Commissioner Crawford motioned to approve the Major General Plan Amendment.

Commissioner Wittman seconded the motion.

The motion passed 7-0

VII. Old Business: Possible discussion and/or action on the following:

- A. Conduct a public hearing and make a recommendation to the Eloy City Council on the following: Case No.s. GPA2025-003, RZPAD2005-63.A1, and CUP2025-008: Hideout Ranch Entertainment Center. A request by Tanner Peterson, on behalf of Petersen Eloy 501, LLC, for a Minor General Plan Amendment from Parks/Open space to Community Commercial, a request for Amendment to the Zoning Map (Rezone) from Open Space Recreational (OSR), Multiple Family Residential (R-3), and Single Family Residential

(R1-6) with the Planned Area Development Overlay (PAD) to General Commercial (C-2) PAD with modified design, development, and land use standards, and a Conditional Use Permit for Commercial Entertainment, Outdoors on approximately 19.75 acres located at 1505 N Toltec Rd and 3500 W Clubhouse Dr.

Chairman Paulson opened the public hearing.

Tanner Petersen stated his address was 3369 E. Queen Creek Rd. Mr. Petersen gave his presentation and reminded the audience of the information he had presented at the October Planning Commission meeting.

Director Symer addressed the Commission and stated that staff were in approval of the project, subject to the agreement and stipulations noted in his staff report.

Chairman Paulson called the members of the audience who signed up to speak regarding Mr. Petersen's project.

Pastor Ken spoke in approval of this project, as well as Mr. James Canary and the church members they represented.

Several audience members were opposed to this project.

Mr. Tom Robinson, Ms. Beverly SeKas, Ms. Donna Kielar, Ms. Helen Sutt, Mr. Mark Sprinkle, Ms. Marlys McNeil, and Mr. and Mrs. Ron Beckerdite. Many of their neighbors, who reside at The Village at Grande Valley Ranch, were also opposed to the project, as stated by the audience members who spoke against it.

Chairman Paulson allowed Mr. Petersen additional time to address some of the concerns from the audience members. Mr. Petersen addressed the audience and stated he wanted to keep an open dialogue with the community, and asked that the community reach out to him directly with their concerns as the project moves along.

Chairman Paulson closed the public hearing and brought the matter back to the commissioners.

Chairman Paulson requested a motion to forward a recommendation of approval to the City Council for Case No.'s. GPA2025-003, RZPAD2005-63. A1, and CUP2025-008: Hideout Ranch Entertainment Center.

Commissioner Crawford motioned to forward a recommendation of approval to the City Council for Case No.s. GPA2025-003, RZPAD2005-63. A1, and CUP2025-008: Hideout Ranch Entertainment Center.

Commissioner Wittman seconded the motion.

The motion passed 7-0

VIII. Informational Item:

- A. Planning and Zoning Commission members and staff updated the public on relevant events.

Director Symer gave updates regarding the General Plan.

Ex-Officio stand-in Dan Snyder also gave some updates on project recommendations received from the Planning Commission.

IX. Motion to Adjourn

Chairman Paulson adjourned the meeting at 8:14 pm.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: VI.A.

Date: 12/17/2025

Date submitted:
11/22/2025

Action: Formal

Subject: 1. Case No. PP2025-001:
Sunshine Industrial Park. A request by the Rose Law Group, PC, on behalf of WSI Development Sub, LP, ET AL, and Walton Sunshine Industrial, LP, for a 26-lot subdivision containing approximately 148.36 acres, with Light Industrial (I-1) zoning.

Date requested:
12/17/2025

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

The staff recommends that the Planning and Zoning Commission find that the objectives and requirements of the Subdivision provisions of the Eloy Code have been met, and that the Commission recommend to the City Council that it approve Case No. PP2025-001: Sunshine Industrial Park in accordance with the attached Conditions of Approval.

DISCUSSION:

Preliminary Plat Request (Case No. PP2025-001):

The applicant's request is for a 26-lot Preliminary Plat containing approximately 148.36 acres, with Light Industrial (I-1) zoning.

General Plan:

The General Plan Future Land Use Map designation of the property is General Industrial. The General Industrial land use designation includes the most intense industrial employment uses and generally consists of wholesale and storage warehouses, external storage yards (including utility centers), fabrication, manufacturing, processing, repairing, and packaging of goods. Manufacturing areas typically produce noise, truck or rail traffic, and has open storage areas.

Zoning:

The Zoning Map designation for the property is Light Industrial (I-1). The Light Industrial (I-1) is intended to allow employment growth through high-quality, planned industrial centers for corporate offices, indoor manufacturing, and well-screened storage uses.

Context:

The property is located approximately 1523 feet east of the southeast corner of North Sunshine Boulevard and East Date Street, and on the north side of Interstate-10 (I-10). The site is near and abuts the existing National Gypsum / Gold Bond factory to the north, and the Executive Healthcare Community Hospital, Pilot truck stop, and BHI trucking to the west. The General Plan land use map designations, zoning, and land uses of the property abutting and adjacent to the property are identified below.

Direction	General Plan Land Use Map Designation	Existing Property Zoning	Existing Use of the Property
Site	General Industrial	Light Industrial (I-1)	Undeveloped land
North	General Industrial	Light Industrial (I-1)	Undeveloped land
South	Community Commercial on the south side of I-10.	General Commercial (C-2) and Single Family Residential (R1-43)	Undeveloped land
East	General Industrial	General Industrial (I-2)	Undeveloped land
West	General Industrial	Light Industrial (I-1)	Executive Healthcare Community Hospital and Pilots truck stop

Preliminary Plat Objectives and Requirements:

Staff confirms that the proposed preliminary plat application generally conforms to the provisions of Chapter 15, Subdivisions of the Eloy Code. In accordance with the Light Industrial (I-1) property development standards, the property lots range from approximately 2.8 to 6.8 acres, with an average of approximately 4.8 acres. In addition, the development will provide approximately 3.9 acres of open space. Water and wastewater will be accessed from the existing lines within East Date Street, and access to the lots will be from internal loop road, East Date Street, and East Milligan Road. Interim retention basins will be provided to mitigate stormwater impacts, and final basin designs will be constructed with the development of each lot. The common open space areas will be landscaped as the subdivision is developed, and will be required to be maintained by the owner's association. In addition, a perimeter wall will be provided with the development of the subdivision. The developer is required to provide infrastructure improvements with the development of the property as a subdivision.

FISCAL IMPACT:

Upon dedication and construction of the public streets, water lines, and wastewater lines, the City will assume maintenance and operation of the infrastructure improvements.

June 30, 2025

Preliminary Plat Project Narrative

Sunshine Industrial

SEC Sunshine Boulevard & La Palma Road

Property Owner

Walton Sunshine Industrial LP /
WSI Development Sub LP etal
8800 N. Gainey Center Drive, Ste 345
Scottsdale, AZ 85258
Tel: 480.586.9224
Contact: Walton Global Holdings

Developer

Walton Global Holdings, LLC
8800 N. Gainey Center Drive, Ste 345
Scottsdale, AZ 85258
Tel: 480.586.9224
Contact: Bill Doherty

Engineering & Planning

EPS Group, Inc.
1130 N Alma School Road, Ste 120
Mesa, AZ 85201
Tel: 480.503.2250
Contact: Josh Hannon

INTRODUCTION

EPS Group, Inc., on behalf of Walton Global Holdings, LLC (Developer), submits this Preliminary Plat request to allow for the approval of a light industrial development. The ±148.36-gross acre site lies on the southeast corner of Sunshine Boulevard and La Palma Road within the City of Eloy, Arizona. The site is identified as a Pinal County Assessor Parcel Numbers (APNs): 411-10-017K; -017L; -0160; -0180; -0190; 411-17-0070; and 411-17-006D.

PROPOSED DEVELOPMENT

The undeveloped, vacant land is currently zoned Light Industrial (I-1). The site is within the General Industrial land use area in the City of Eloy General Plan. This request proposes a small industrial park with twenty-six (26) distinct parcels of approximately 5.0 acres in size and an 80' wide access road.

Project Data	
A.P.N.	411-10-017K; -017L; -0160; -0180; -0190; 411-17-0070; & 411-17-006D
Current Land Use	Vacant/Undeveloped
General Plan Land Use Designation	General Industrial
Existing Zoning District	I-1 Light Industrial
Proposed Zoning	I-1 Light Industrial
Gross Area	148.36-Acres
Net Area	133.53-Acres
Lots	
< 5.0 Acres	5
5.0 Acres	14
> 5.0 Acres	7
Total	26 Lots

CURRENT & PROPOSED ZONING

Concurrently this submittal aligns with the City of Eloy's current General Plan for an industrial zone on this site. No General Plan amendment or rezoning is required.

SURROUNDING LAND USES

The development is proposed on a vacant lot near the center of Eloy, sandwiched between Interstate 10 to the south and the Casa Grande Picacho Highway and Southern Pacific Railroad to the north. It is surrounded by vacant land on three sides and borders a truck stop to the west.

Surrounding Existing Use & Zoning Designations			
Direction	Existing Land Use Classification	Existing Zoning	Existing Use
South	Community Commercial	R1-43 / C-2	Interstate 10 / Undeveloped
North	General Industrial	I-1	Undeveloped
East	General Industrial	I-2	Undeveloped
West	General Industrial	I-1	Undeveloped / Truck Stop
Site	General Industrial	I-1	Undeveloped

CONCLUSION

We respectfully request your favorable consideration of the submitted documents and look forward to working with the City to implement this exciting new development.

PRELIMINARY PLAT FOR SUNSHINE INDUSTRIAL

A PORTION OF THE SOUTH HALF OF SECTION 8 AND THE NORTH
HALF OF SECTION 17, T.8 S., R.8 E., GILA AND SALT RIVER
MERIDIAN, PINAL COUNTY, ARIZONA

LEGAL DESCRIPTION

SEE SHEET 2 FOR LEGAL DESCRIPTION

BASIS OF BEARINGS

THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 8,
TOWNSHIP 8 SOUTH, RANGE 8 EAST AS MEASURED BETWEEN A
BRASS CAP FLUSH AT THE SOUTHEAST CORNER AND A BRASS CAP
FLUSH AT THE EAST QUARTER CORNER.

THE BEARING OF WHICH IS:

NORTH 00 DEGREES 23 MINUTES 37 SECONDS EAST

DRAINAGE

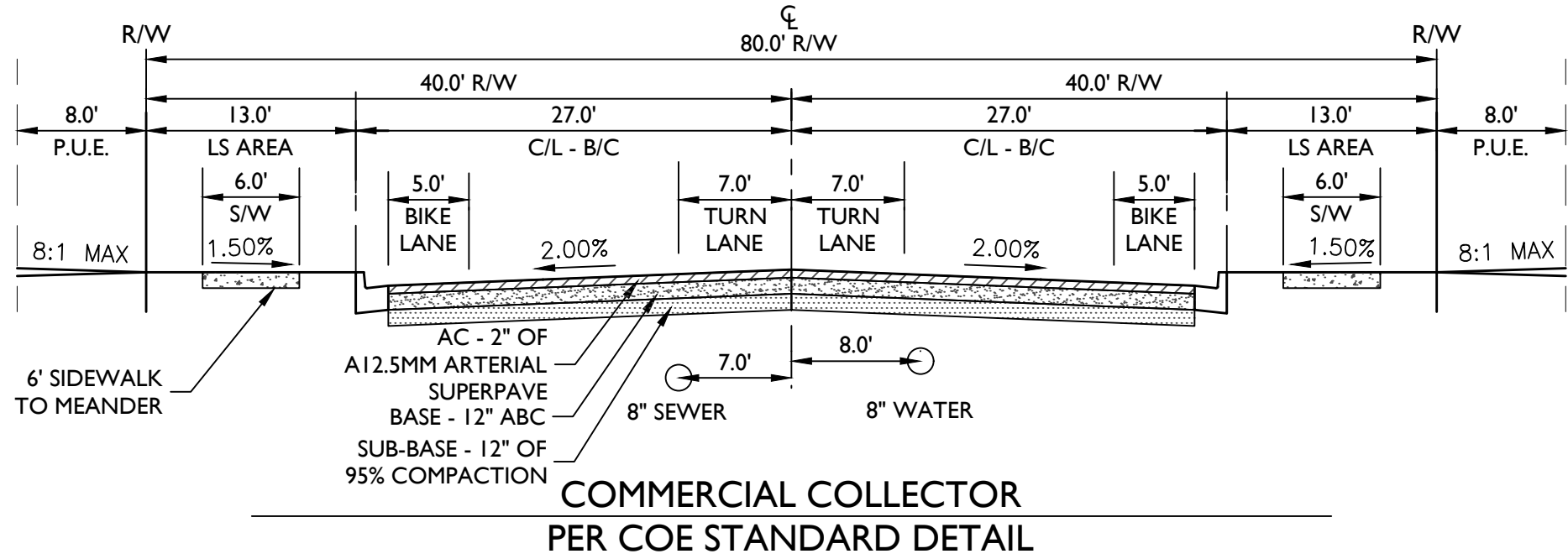
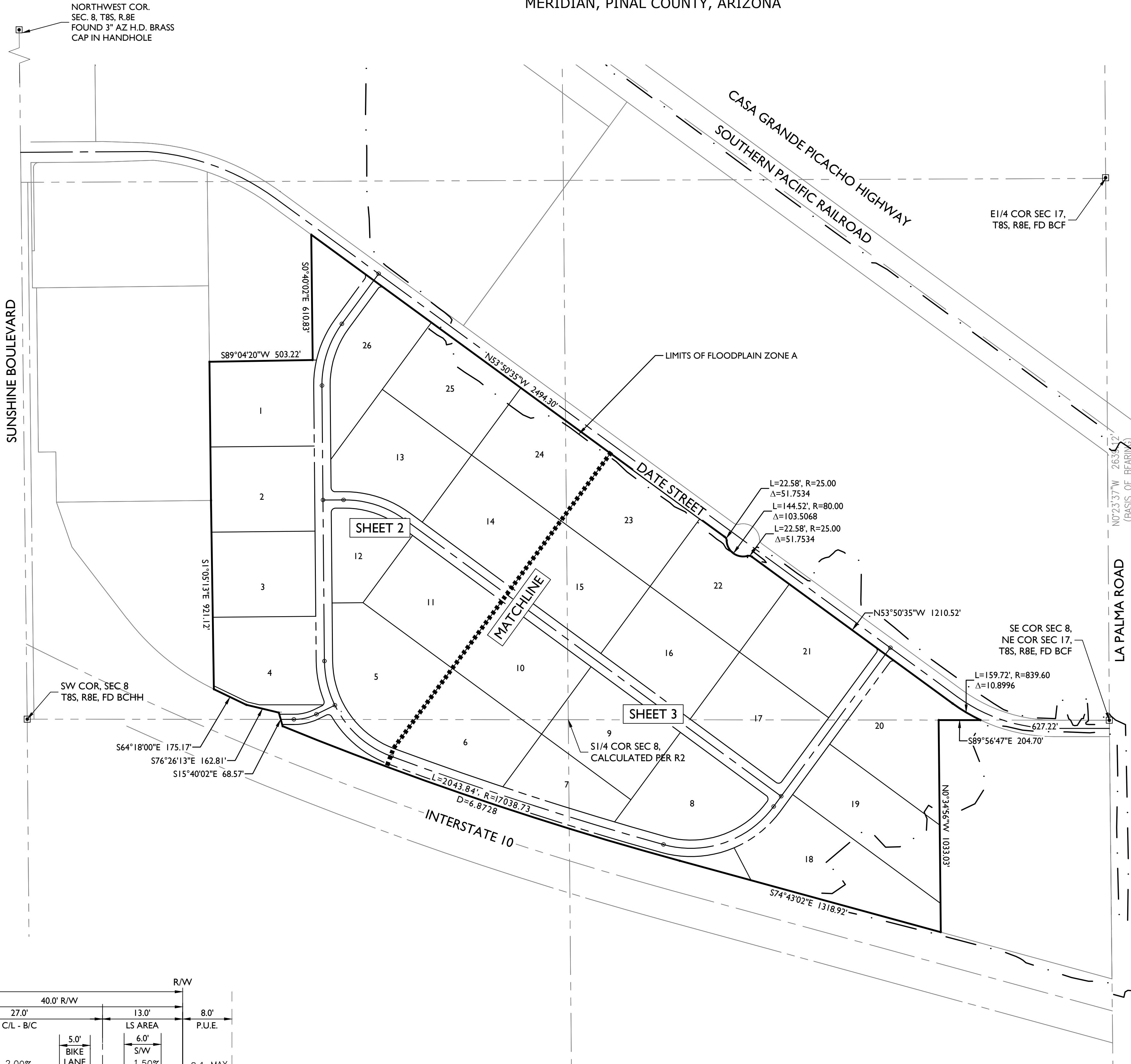
SEE DRAINAGE REPORT FOR DRAINAGE CALCULATIONS.

UTILITIES

WATER	CITY OF ELOY
SEWER	CITY OF ELOY
GAS	SOUTHWEST GAS
ELECTRIC	ARIZONA PUBLIC SERVICE (APS)
TELEPHONE	CENTURYLINK / COX
CABLE TV	CENTURYLINK / COX
FIRE	CITY OF ELOY
POLICE	CITY OF ELOY

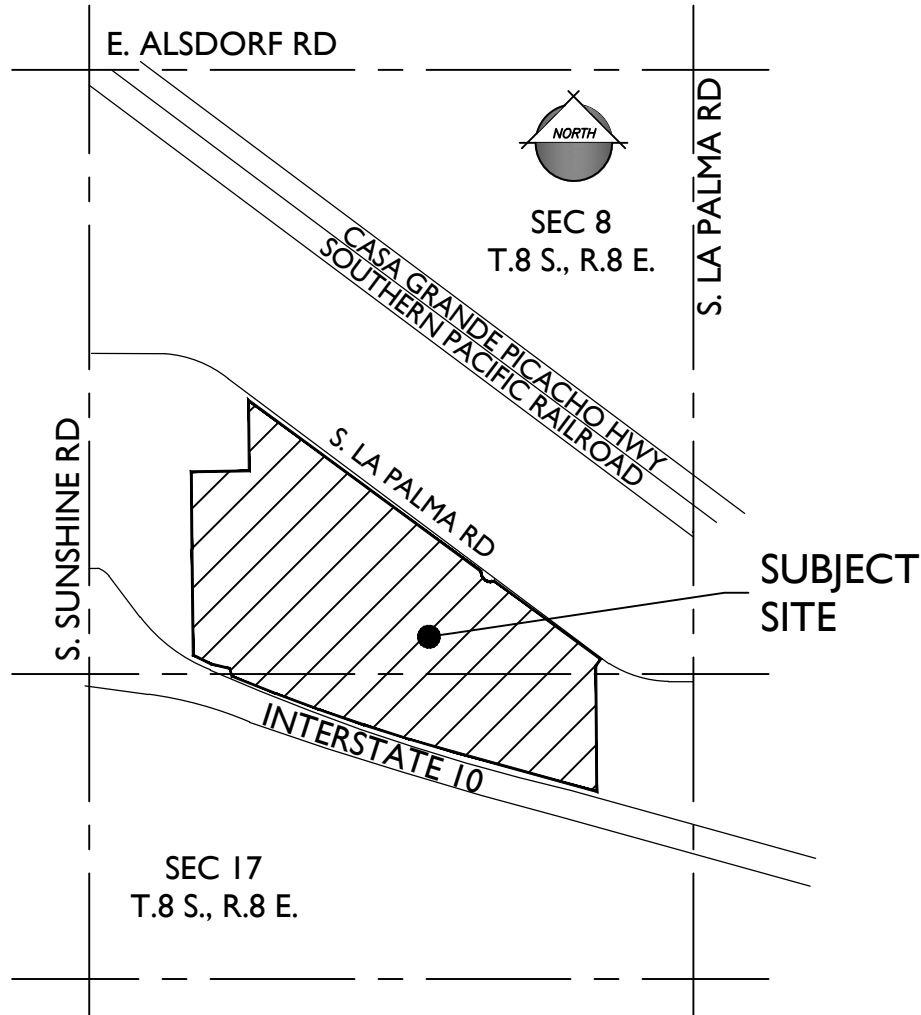
LEGEND

---	PROPERTY BOUNDARY
---	STREET CENTERLINE
---	STREET RIGHT-OF-WAY
---	LOT LINE



VICINITY MAP

N.T.S.



PROJECT TEAM

PROPERTY OWNER:
WALTON SUNSHINE INDUSTRIAL LP /
WSI DEVELOPMENT SUB LP ETAL
8800 N. GAINIEY CENTER DRIVE, STE 345
SCOTTSDALE, AZ 85258
TEL: (480) 586-9224
CONTACT: BILL DOHERTY
bdoherty@walton.com

ENGINEERING:
EPS GROUP, INC.
1130 N. ALMA SCHOOL RD., SUITE 120
MESA, AZ 85201
TEL: (480) 503-2250
CONTACT: JOE PETRUCCI
joe.petrucchi@epsgruoinc.com

DEVELOPER:
WALTON GLOBAL HOLDINGS LLC
8800 N. GAINIEY CENTER DRIVE, STE 345
SCOTTSDALE, AZ 85258
TEL: (480) 586-9224
CONTACT: BILL DOHERTY
bdoherty@walton.com

PLANNING:
EPS GROUP, INC.
1130 N. ALMA SCHOOL RD., SUITE 120
MESA, AZ 85201
TEL: (480) 503-2250
CONTACT: JOSH HANNON
josh.hannon@epsgruoinc.com

PROJECT DATA

A.P.N.:	411-10-017K; -0190; -0180; -0160; -017L; 411-17-0070; 411-17-006D ELOY, AZ 85131
ADDRESS:	
EXISTING LAND USE:	VACANT / UNDEVELOPED
EXISTING GENERAL PLAN:	GENERAL INDUSTRIAL
EXISTING ZONING:	I-1 LIGHT INDUSTRIAL
GROSS AREA:	± 148.36 ACRES
NET AREA:	± 133.53 ACRES
NO. OF LOTS:	26 LOTS
OPEN SPACE:	3.91 ACRES (3% OF NET AREA)

GENERAL NOTES

- THIS PLAN IS NOT A CONSTRUCTION DOCUMENT.
- LOT DIMENSIONS ARE APPROXIMATE. FINAL LOT DIMENSIONS SHALL BE PER THE FINAL PLAT.
- ALL ROADS WILL BE CONSTRUCTED TO CITY OF ELOY MINIMUM STANDARDS AS MODIFIED HEREIN.
- THE PROPERTY OWNER'S ASSOCIATION WILL BE RESPONSIBLE FOR MAINTENANCE OF ALL LANDSCAPE TRACTS AND ALL STREET IMPROVEMENTS AND FACILITIES OUTSIDE OF THE RIGHT OF WAY.
- THIS DEVELOPMENT WILL PROVIDE FOR INSTALLATION AND MAINTENANCE OF REQUIRED STREET LIGHTS OUTSIDE OF THE RIGHT OF WAY.
- DRAINAGE CONCEPTS ARE SHOWN THE PRELIMINARY GRADING PLAN.
- LANDSCAPE CONCEPTS ARE SHOWN ON THE PRELIMINARY LANDSCAPE PLANS.
- FLOOD ZONE X AND PORTIONS OF LOTS 22-26 ARE IN FLOOD ZONE AE PER MAP 04021C1956F DTD. 5/16/2019.
- DEVELOPMENT SHALL COMPLY WITH THE ACCESS AND UTILITY EASEMENT AGREEMENT AND LOCATION PER DOC. 2023-084875, P.C.R.

DEVELOPMENT STANDARDS

THIS PROJECT SHALL BE DEVELOPED IN CONFORMANCE WITH THE CITY OF ELOY ZONING ORDINANCE AND SUBDIVISION REGULATIONS.

SHEET INDEX

SHEET 1	CS01	COVER SHEET
SHEET 2	LD01	LEGAL DESCRIPTION
SHEET 3	PP01	PRELIMINARY PLAT
SHEET 4	PP02	PRELIMINARY PLAT

CASE NO. PP2025-001
STAFF DATE 12-17-2025

1130 N Alma School Road
Suite 120
Mesa, AZ 85201
T:480.503.2250 | F:480.503.2258
www.epsgruoinc.com



Sunshine Industrial

Eloy, Arizona

Cover Sheet

Project:

Revisions:

JULY 16, 2025 - 1ST PRELIMINARY PLAT SUBMITTAL	
OCTOBER 10, 2025 - 2ND PRELIMINARY PLAT SUBMITTAL	



Designer: STAFF
Drawn by: LFT



Job No.
22-0251
CS01
Sheet No.
1
of 4

LEGAL DESCRIPTION

A PORTION OF SECTION 8, AND A PORTION OF THE NORTH HALF OF SECTION 17, TOWNSHIP 8 SOUTH, RANGE 8 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A 3/4 INCH PIPE AT THE SOUTHEAST CORNER OF SAID SECTION 8, FROM WHICH A 3/4 INCH PIPE AT THE SOUTH QUARTER CORNER OF SAID SECTION 8 BEARS NORTH 89°46'45" WEST (AN ASSUMED BEARING) AT A DISTANCE OF 2636.32 FEET;

THENCE SOUTH 00°24'55" EAST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 17, FOR A DISTANCE OF 80.00 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 00°24'55" EAST, ALONG SAID EAST LINE, FOR A DISTANCE OF 1,180.19 FEET TO A POINT ON THE NORTHEASTERLY LINE OF THE INTERSTATE 10 RIGHT OF WAY;

THENCE NORTH 74°33'00" WEST, ALONG SAID NORTHEASTERLY LINE, FOR A DISTANCE OF 2183.69 FEET (2184.64 FEET RECORD) TO A POINT ON A NON TANGENT CURVE, CONCAVE TO THE NORTHEAST, THE CENTER OF WHICH BEARS NORTH 15°26'50" EAST AT A DISTANCE OF 17,038.73 FEET;

THENCE NORTHWESTERLY, ALONG SAID NORTHEASTERLY LINE AND THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°52'22" FOR A DISTANCE OF 2043.84 FEET;

THENCE NORTH 15°30'00" WEST (NORTH 16°18'47" WEST RECORD), NOT TANGENT TO SAID CURVE, ALONG SAID NORTHEASTERLY LINE, FOR A DISTANCE OF 68.57 FEET (69.56 FEET RECORD);

THENCE NORTH 76°16'11" WEST, ALONG SAID NORTHEASTERLY LINE, FOR A DISTANCE OF 162.81 FEET;

THENCE NORTH 64°07'58" WEST, ALONG SAID NORTHEASTERLY LINE, FOR A DISTANCE OF 175.17 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTHEAST, THE CENTER OF WHICH BEARS NORTH 25°52'01" EAST AT A DISTANCE OF 1177.86 FEET;

THENCE NORTHWESTERLY, ALONG SAID NORTHEASTERLY LINE AND THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 26°45'05" FOR A DISTANCE OF 549.94 FEET TO A POINT OF TANGENCY;

THENCE NORTH 37°22'54" WEST, ALONG SAID NORTHEASTERLY LINE, FOR A DISTANCE OF 440.46 FEET;

THENCE NORTH 18°56'27" WEST, ALONG SAID NORTHEASTERLY LINE, FOR A DISTANCE OF 230.92 FEET;

THENCE NORTH 89°30'00" EAST, LEAVING SAID NORTHEASTERLY LINE OF THE INTERSTATE 10 RIGHT OF WAY, FOR A DISTANCE OF 753.11 FEET;

THENCE NORTH 00°30'00" WEST, ALONG A LINE PARALLEL WITH THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 8, FOR A DISTANCE OF 1045.21 FEET;

THENCE SOUTH 89°30'00" WEST FOR A DISTANCE OF 858.11 FEET TO A POINT ON THE EAST LINE OF THE WEST 50.00 FEET OF THE SOUTHWEST QUARTER OF SAID SECTION 8;

THENCE NORTH 00°30'00" WEST, ALONG SAID EAST LINE, FOR A DISTANCE OF 514.51 FEET TO A POINT ON THE EAST-WEST MIDSECTION LINE OF SAID SECTION 8;

THENCE NORTH 00°29'38" WEST, ALONG THE EAST LINE OF THE WEST 50.00 FEET OF THE NORTHWEST QUARTER OF SAID SECTION 8, FOR A DISTANCE OF 96.11 FEET;

THENCE NORTH 89°46'44" EAST FOR A DISTANCE OF 350.00 FEET;

THENCE NORTH 88°05'27" EAST FOR A DISTANCE OF 246.49 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE SOUTH, THE CENTER OF WHICH BEARS SOUTH 05°46'24" WEST AT A DISTANCE OF 1,160.00 FEET;

THENCE EASTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 30°33'03" A DISTANCE OF 618.52 FEET TO A POINT OF TANGENCY;

THENCE SOUTH 53°40'34" EAST FOR A DISTANCE OF 2,739.64 FEET TO A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST, THE CENTER OF WHICH BEARS SOUTH 36°19'26" WEST AT A DISTANCE OF 25.00 FEET;

THENCE SOUTHEASTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 51°45'12" FOR A DISTANCE OF 22.58 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE NORTHEAST, THE CENTER OF WHICH BEARS NORTH 88°04'38" EAST AT A DISTANCE OF 80.00 FEET;

THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 103°30'24" FOR A DISTANCE OF 144.52 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTH, THE CENTER OF WHICH BEARS SOUTH 15°25'46" EAST AT A DISTANCE OF 25.00 FEET;

THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 51°45'12" FOR A DISTANCE OF 22.58 FEET TO A POINT OF TANGENCY;

THENCE SOUTH 53°40'34" EAST FOR A DISTANCE OF 1,210.52 FEET TO THE BEGINNING OF A CURVE, CONCAVE TO THE NORTH, THE CENTER OF WHICH BEARS NORTH 36°19'26" EAST AT A DISTANCE OF 840.00 FEET;

THENCE EASTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°06'12" FOR A DISTANCE OF 529.30 FEET TO A POINT OF TANGENCY ON THE SOUTH LINE OF THE NORTH 80.00 FEET OF THE NORTHEAST QUARTER OF SAID SECTION 17;

THENCE SOUTH 89°46'45" EAST, ALONG SAID SOUTH LINE, FOR A DISTANCE OF 270.29 FEET TO THE POINT OF BEGINNING;

EXCEPT THAT PORTION DESCRIBED AS FOLLOWS:

A PORTION OF PARCEL NO. 1 AS SHOWN IN BOOK 19 OF SURVEYS, PAGE 178, IN THE NORTHWEST QUARTER OF SECTION 8, TOWNSHIP 8 SOUTH, RANGE 8 EAST, PINAL COUNTY, ARIZONA;

COMMENCING AT THE WEST QUARTER CORNER OF SECTION 8, AS MONUMENTED BY A 3-INCH ALUMINUM DISK IN CONCRETE MARKED "2005 1/4 COR S7 S8 T8S R8E L5 15573" BEARING SOUTH 00°39'26" EAST, 2615.20 FEET FROM THE NORTHWEST CORNER OF SAID SECTION 8, AS MONUMENTED BY A BRASS DISK IN HANDHOLE MARKED "ARIZONA HIGHWAY DEPT 19";

THENCE CONTINUE UPON SAID SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 8, NORTH 89°47'44" EAST, 50.00 FEET TO THE POINT OF BEGINNING ON THE WEST LINE OF SAID PARCEL NO. 1;

THENCE CONTINUE UPON SAID SOUTH LINE, NORTH 89°47'44" EAST, 12.00 FEET;

THENCE PARALLEL WITH AND 12.00 FEET EAST OF SAID WEST LINE, NORTH 00°39'26" WEST, 71.17 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST;

THENCE UPON SAID CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 90°16'13", FOR AN ARC DISTANCE OF 39.39 FEET TO A POINT OF CUSP ON THE SOUTH LINE OF PARCEL NO. 3 AS SHOWN IN SAID BOOK OF SURVEYS;

THENCE UPON SAID SOUTH LINE, SOUTH 89°36'47" WEST, 37.12 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL NO. 3;

THENCE UPON THE WEST LINE OF SAID PARCEL NO. 1, SOUTH 00°39'26" EAST, 96.25 FEET TO THE POINT OF BEGINNING;

EXCEPT THAT PORTION OF THE LAND CONVEYED PER SPECIAL WARRANTY DEED RECORDED JUNE 16, 2022 AS 2022-069820 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

A PARCEL OF LAND IN THE WEST HALF OF SECTION 8, TOWNSHIP 8 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 8 FROM WHENCE THE SOUTHWEST CORNER LIES SOUTH 00 DEGREES 30 MINUTES 00 SECONDS EAST, A DISTANCE OF 2,615.20 FEET;

THENCE ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 8, NORTH 89 DEGREES 57 MINUTES 38 SECONDS EAST, A DISTANCE OF 50.00 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUE EASTERLY ALONG SAID LINE, NORTH 89 DEGREES 57 MINUTES 38 SECONDS EAST, A DISTANCE OF 12.00 FEET;

THENCE PARALLEL WITH AND 62.00 FEET EAST OF THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 8, NORTH 00 DEGREES 29 MINUTES 38 SECONDS WEST, A DISTANCE OF 71.03 FEET (RECORD 71.17 FEET) TO A POINT OF CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 90 DEGREES 16 MINUTES 22 SECONDS;

THENCE NORTHEASTERLY ALONG THE ARC, A DISTANCE OF 39.39 FEET TO A POINT COINCIDENT WITH THE SOUTH LINE OF PARCEL 3 ACCORDING TO BOOK 19 OF SURVEYS, PAGE 178, ON FILE AT THE OFFICE OF THE PINAL COUNTY RECORDER;

THENCE ALONG SAID LINE, NORTH 89 DEGREES 46 MINUTES 44 SECONDS EAST, A DISTANCE OF 312.88 FEET;

THENCE CONTINUING ALONG SAID LINE, NORTH 88 DEGREES 05 MINUTES 27 SECONDS EAST, A DISTANCE OF 246.49 FEET TO THE POINT OF CURVE OF A NON TANGENT CURVE TO THE RIGHT, OF WHICH THE RADIUS POINT LIES SOUTH 05 DEGREES 46 MINUTES 24 SECONDS WEST, A RADIAL DISTANCE OF 1,160.00 FEET;

THENCE CONTINUING ALONG SAID LINE, EASTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 13 DEGREES 17 MINUTES 28 SECONDS, A DISTANCE OF 269.09 FEET TO A POINT THAT IS 908.11 FEET EAST OF THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 8;

LEGAL DESCRIPTION (CONTINUED)

THENCE ALONG A LINE THAT IS PARALLEL WITH AND 908.11 FEET EAST OF THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 8, SOUTH 00 DEGREES 30 MINUTES 00 SECONDS EAST, A DISTANCE OF 554.46 FEET TO A POINT COINCIDENT WITH THE NORTHEAST CORNER OF THE PARCEL OF LAND DESCRIBED IN A QUIT CLAIM DEED ON FILE IN THE OFFICE OF THE PINAL COUNTY RECORDER IN FEE NO. 2003-013599;

THENCE ALONG THE NORTH LINE OF SAID PARCEL, SOUTH 89 DEGREES 30 MINUTES 00 SECONDS WEST, A DISTANCE OF 858.11 FEET TO A POINT COINCIDENT WITH THE NORTHWEST CORNER OF SAID PARCEL;

THENCE ALONG A LINE PARALLEL WITH AND 50.00 FEET EAST OF THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 8, NORTH 00 DEGREES 30 MINUTES 00 SECONDS WEST, A DISTANCE OF 514.11 FEET TO THE POINT OF BEGINNING;

EXCEPT THAT PORTION THEREOF DEEDED TO THE CITY OF ELOY, IN QUIT CLAIM DEED RECORDED NOVEMBER 13, 2008, AS FEE NO. 2008-108685, RECORDS OF PINAL COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE EAST 12.00 FEET OF THE WEST 62.00 FEET OF THE NORTH 333.85 FEET OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 8 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA.

ALSO EXCEPT THAT PORTION OF THE LAND CONVEYED PER SPECIAL WARRANTY DEED RECORDED JUNE 16, 2022 AS 2022-069825 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

THE EAST 831.83 FEET OF NORTHEAST QUARTER OF SECTION 17, TOWNSHIP 8 SOUTH RANGE 8 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA, LYING NORTH OF INTERSTATE HIGHWAY 10, ACCORDING TO THE RIGHT OF WAY PLANS OF RECORD ON FILE WITH THE ARIZONA DEPARTMENT OF TRANSPORTATION IN PROJECT NUMBER 010 PN 210 H7696 01R;

EXCEPT ANY PART LYING WITHIN PARCEL 1 OF THE SURVEY OF RECORD ON FILE AT THE OFFICE OF THE PINAL COUNTY ARIZONA RECORDER IN FEE NUMBER 2008-050725, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 17 FROM WHENCE THE NORTH QUARTER CORNER LIES NORTH 89 DEGREES 44 MINUTES 48 SECONDS WEST, A DISTANCE OF 2636.25 FEET;

THENCE ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 17 SOUTH 0 DEGREES 22 MINUTES 5 SECONDS EAST, A DISTANCE OF 80.00 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUE SOUTHERLY ALONG SAID LINE, A DISTANCE OF 1,179.86 FEET TO A POINT COINCIDENT WITH THE NORTHERLY RIGHT OF WAY LINE OF INTERSTATE HIGHWAY 10 ACCORDING TO SAID ARIZONA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY PLANS;

THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE, NORTH 74 DEGREES 31 MINUTES 7 SECONDS WEST, A DISTANCE OF 864.70 FEET;

THENCE DEPARTING SAID LINE, NORTH 0 DEGREES 22 MINUTES 5 SECONDS WEST, A DISTANCE OF 1,032.72 FEET TO A POINT COINCIDENT WITH THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 17;

THENCE ALONG SAID LINE, SOUTH 89 DEGREES 44 MINUTES 48 SECONDS EAST, A DISTANCE OF 204.71 FEET TO A POINT COINCIDENT WITH THE SOUTHERN LINE OF SAID PARCEL 1, SAID POINT BEING THE POINT OF CURVE OF A NON TANGENT CURVE TO THE LEFT, OF WHICH THE RADIUS POINT LIES NORTH 25 DEGREES 27 MINUTES 44 SECONDS EAST, A RADIAL DISTANCE OF 840.00 FEET;

THENCE CONTINUE ALONG SAID LINE, EASTERLY ALONG THE ARC, THROUGH A CENTRAL ANGLE OF 25 DEGREES 12 MINUTES 32 SECONDS, A DISTANCE OF 369.58 FEET;

THENCE CONTINUE ALONG SAID LINE, SOUTH 89 DEGREES 44 MINUTES 48 SECONDS EAST, A DISTANCE OF 270.27 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT THAT PORTION OF THE LAND CONVEYED PER SPECIAL WARRANTY DEED RECORDED JANUARY 17, 2023 AS 2023-003810 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LOCATED IN THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 8 SOUTH RANGE 8 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST CORNER OF SAID SECTION 8 FROM WHENCE THE NORTHWEST CORNER LIES NORTH 00 DEGREES 29 MINUTES 38 SECONDS WEST, A DISTANCE OF 2,615.20 FEET;

THENCE NORTH 00 DEGREES 29 MINUTES 38 SECONDS WEST, A DISTANCE OF 145.91 FEET TO A POINT COINCIDENT WITH THE INTERSECTION OF THE MONUMENT LINE OF EAST DATE STREET, ACCORDING TO THE MAP OF DEDICATION OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF PINAL COUNTY, ARIZONA, RECORDED IN CABINET H, SLIDE 37 OF OFFICIAL RECORDS;

THENCE ALONG SAID MONUMENT LINE, NORTH 89 DEGREES 46 MINUTES 44 SECONDS EAST, A DISTANCE OF 618.43 FEET TO THE POINT OF CURVE OF A NON TANGENT CURVE TO THE RIGHT, OF WHICH THE RADIUS POINT LIES SOUTH 04 DEGREES 13 MINUTES 15 SECONDS WEST, A RADIAL DISTANCE OF 1,200.00 FEET;

THENCE EASTERLY ALONG SAID MONUMENT LINE AND THE ARC, THROUGH A CENTRAL ANGLE OF 14 DEGREES 50 MINUTES 34 SECONDS, A DISTANCE OF 310.87 FEET;

THENCE DEPARTING SAID MONUMENT LINE, ALONG A LINE NON-TANGENT TO SAID CURVE, SOUTH 19 DEGREES 03 MINUTES 49 SECONDS WEST, A DISTANCE OF 40.00 FEET TO A POINT COINCIDENT WITH THE SOUTHERLY RIGHT OF WAY LINE OF SAID DATE STREET, SAID POINT BEING THE POINT OF BEGINNING; SAID POINT ALSO BEING THE BEGINNING OF A CURVE TO THE RIGHT, OF WHICH THE RADIUS POINT LIES SOUTH 19 DEGREES 03 MINUTES 49 SECONDS WEST, A RADIAL DISTANCE OF 1,160.00 FEET;

THENCE SOUTHEASTERLY ALONG SAID RIGHT OF WAY AND THE ARC, THROUGH A CENTRAL ANGLE OF 17 DEGREES 15 MINUTES 40 SECONDS, A DISTANCE OF 349.46 FEET;

THENCE CONTINUE ALONG SAID RIGHT OF WAY AND ALONG A LINE NON-TANGENT TO SAID CURVE, SOUTH 53 DEGREES 40 MINUTES 34 SECONDS EAST, A DISTANCE OF 245.31 FEET;

THENCE DEPARTING SAID RIGHT OF WAY, SOUTH 00 DEGREES 30 MINUTES 00 SECONDS EAST, A DISTANCE OF 610.80 FEET;

THENCE SOUTH 89 DEGREES 14 MINUTES 21 SECONDS WEST, A DISTANCE OF 503.21 FEET TO A POINT COINCIDENT WITH THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN A QUIT CLAIM DEED OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF PINAL COUNTY, ARIZONA, RECORDED AS FEE NO. 2003-013599 OF OFFICIAL RECORDS;

THENCE ALONG SAID EAST LINE, NORTH 00 DEGREES 30 MINUTES 00 SECONDS WEST, A DISTANCE OF 924.60 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT THAT PORTION OF THE LAND CONVEYED PER SPECIAL WARRANTY DEED RECORDED NOVEMBER 20, 2023 AS 2023-084876 OF OFFICIAL RECORDS, DESCRIBED AS FOLLOWS:

A PORTION OF A PARCEL OF LAND AS DESCRIBED PER DOCUMENT 2010-016307 AND A PORTION OF 2010-016308 PINAL COUNTY RECORDERS (PCR), LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 8 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER MERIDIAN, PINAL COUNTY, ARIZONA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING THE SOUTHWEST CORNER OF SAID SECTION 8, BEING A BRASS CAP IN HAND HOLE AT, FROM WHICH THE WEST QUARTER CORNER OF SAID SECTION 8, BEING AN ALUMINUM CAP WHICH BEARS NORTH 00 DEGREES 30 MINUTES 00 SECONDS WEST 2,615.20 FEET;

THENCE ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 8, NORTH 00 DEGREES 30 MINUTES 00 SECONDS WEST, 1055.08 FEET;

THENCE DEPARTING SAID WEST LINE, NORTH 89 DEGREES 30 MINUTES 00 SECONDS EAST, 155.00 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 89 DEGREES 30 MINUTES 00 SECONDS EAST, 753.11 FEET;

THENCE SOUTH 00 DEGREES 42 MINUTES 23 SECONDS EAST, 919.80 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHEASTERLY, FROM WHICH THE RADIUS POINT BEARS NORTH 25 DEGREES 52 MINUTES 02 SECONDS EAST, 1177.86 FEET;

THENCE ALONG SAID CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 26 DEGREES 45 MINUTES 04 SECONDS, AN ARC DISTANCE OF 549.94 FEET;

THENCE NORTH 37 DEGREES 22 MINUTES 54 SECONDS WEST, 440.46 FEET;

THENCE NORTH 18 DEGREES 56 MINUTES 27 SECONDS WEST, 230.92 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION PER FIRST AMERICAN TITLE INSURANCE COMPANY SPECIAL REPORT, WITH FILE NO. NCS-1260645-PHX1, HAVING AN EFFECTIVE DATE OF APRIL 30, 2025.

CASE NO. PP2025-001
STAFF DATE 12-17-2025

1130 N Alma School Road
Suite 120
Mesa, AZ 85201
T:480.503.2250 | F:480.503.2258
www.epsgroupinc.com

Sunshine Industrial
Eloy, Arizona

Legal Description

Project:

Revisions:

JULY 16, 2025 - 1ST PRELIMINARY PLAT SUBMITTAL
OCTOBER 10, 2025 - 2ND PRELIMINARY PLAT SUBMITTAL

Call at least two full working days before you begin excavation.

Dial 811 or 1-800-874-6811 (TOLL FREE) in Maricopa County: (602)263-1100

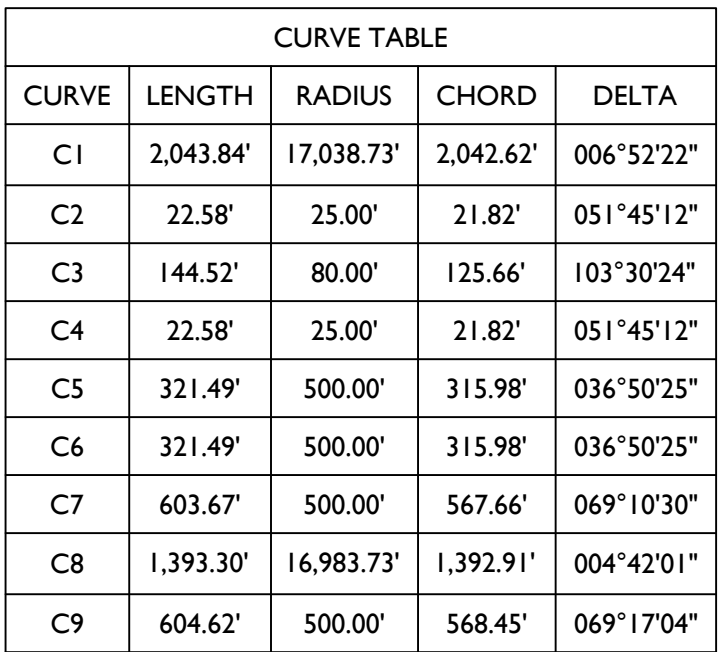
Designer: STAFF
Drawn by: LFT

Job No.
22-0251

LD01

Sheet No.
2
of 4

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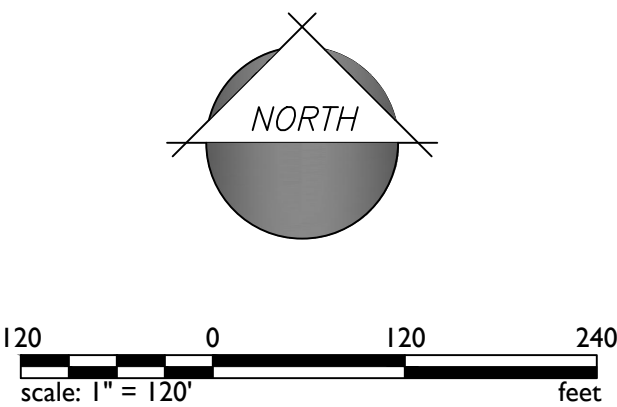


TRACT USE TABLE			
TRACT	USE	AREA (SF)	AREA (AC)
TRACT A	LANDSCAPE / MONUMENT SIGN	78,765	1.808
TRACT B	LANDSCAPE BUFFER	13,842	0.317
TRACT C	LANDSCAPE BUFFER	77,906	1.788
TOTAL		170,513	3.91

LEGEND

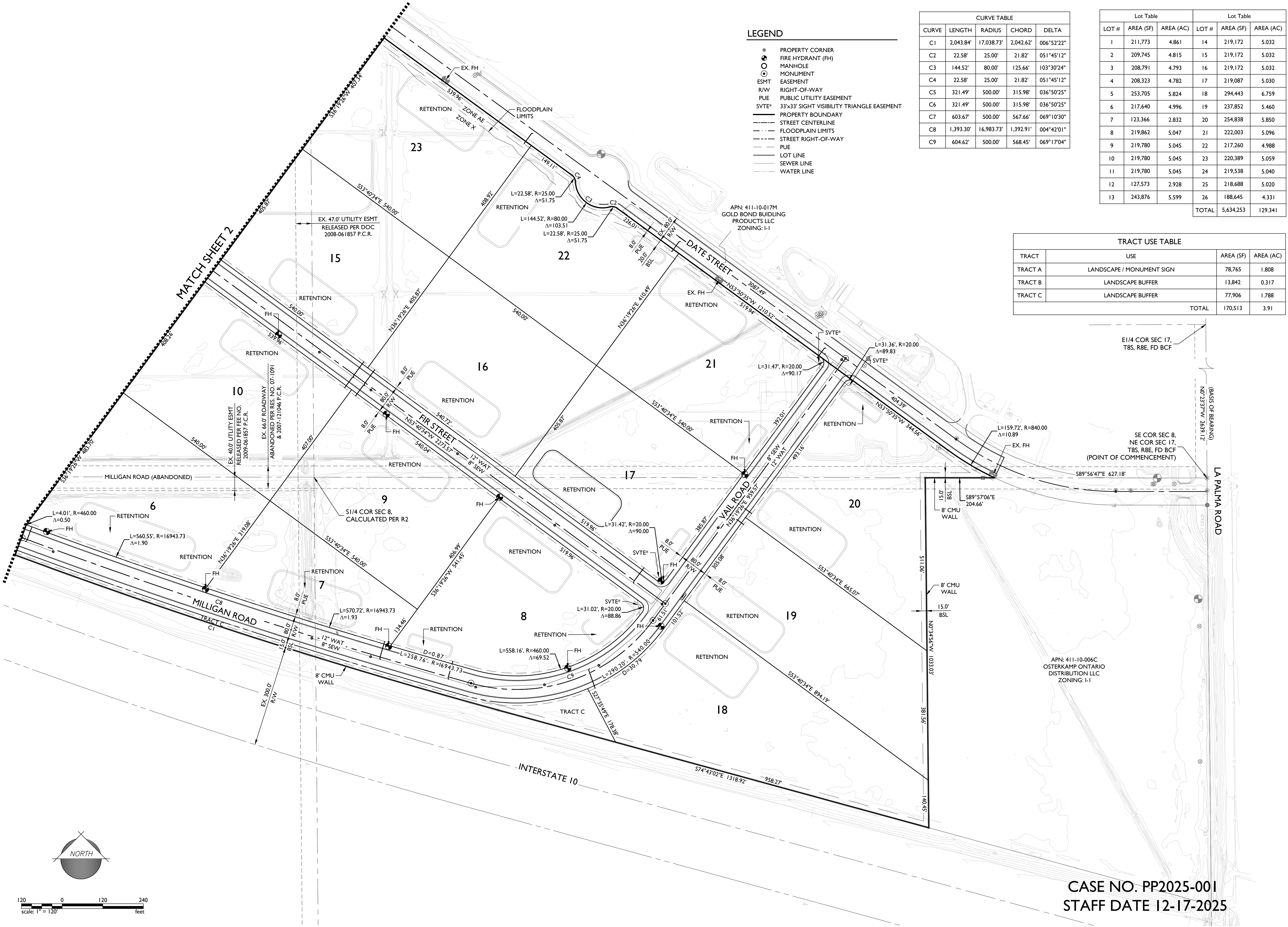
●	PROPERTY CORNER
●	FIRE HYDRANT (FH)
○	MANHOLE
⊙	MONUMENT
ESMT	EASEMENT
R/W	RIGHT-OF-WAY
PUE	PUBLIC UTILITY EASEMENT
SVTE®	33'x33' SIGHT VISIBILITY TRIANGLE EASEMENT
PROPERTY BOUNDARY	
----	STREET CENTERLINE
- . - .	FLOODPLAIN LIMITS
----	STREET RIGHT-OF-WAY
---	PUE
----	LOT LINE
----	SEWER LINE
----	WATER LINE

Lot Table			Lot Table		
LOT #	AREA (SF)	AREA (AC)	LOT #	AREA (SF)	AREA (AC)
1	211,773	4.861	14	219,172	5.032
2	209,745	4.815	15	219,172	5.032
3	208,791	4.793	16	219,172	5.032
4	208,323	4.782	17	219,087	5.030
5	253,705	5.824	18	294,443	6.759
6	217,640	4.996	19	237,852	5.460
7	123,366	2.832	20	254,838	5.850
8	219,862	5.047	21	222,003	5.096
9	219,780	5.045	22	217,260	4.988
10	219,780	5.045	23	220,389	5.059
11	219,780	5.045	24	219,538	5.040
12	127,573	2.928	25	218,688	5.020
13	243,876	5.599	26	188,645	4.331
			TOTAL	5,634,253	129.341



22-0251-Sunshine Industrial - Preliminary Plat

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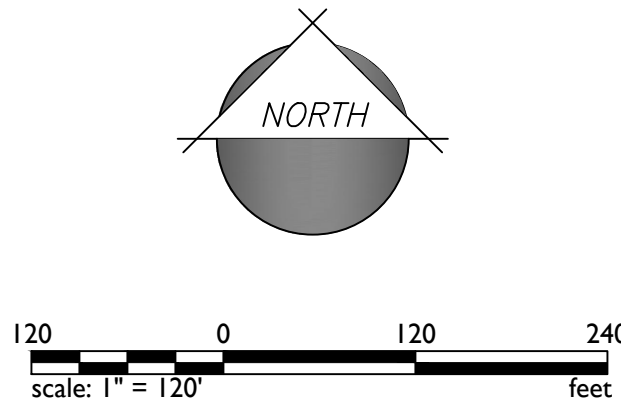


- LEGEND
- PROPERTY CORNER
 - ⊙ FIRE HYDRANT (FH)
 - MANHOLE
 - ⊙ MONUMENT
 - ⊙ EASEMENT
 - RIGHT-OF-WAY
 - PUBLIC UTILITY EASEMENT
 - 33'x33' SIGHT VISIBILITY TRIANGLE EASEMENT
 - PROPERTY BOUNDARY
 - STREET CENTERLINE
 - FLOODPLAIN LIMITS
 - STREET RIGHT-OF-WAY
 - PUE
 - LOT LINE
 - SEWER LINE
 - WATER LINE

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD	DELTA
C1	2,043.84'	17,038.73'	2,042.62'	006°52'22"
C2	22.58'	25.00'	21.82'	051°45'12"
C3	144.52'	80.00'	125.66'	103°30'24"
C4	22.58'	25.00'	21.82'	051°45'12"
C5	321.49'	500.00'	315.98'	036°50'25"
C6	321.49'	500.00'	315.98'	036°50'25"
C7	603.67'	500.00'	567.66'	069°10'30"
C8	1,393.30'	16,983.73'	1,392.91'	004°42'01"
C9	604.62'	500.00'	568.45'	069°17'04"

Lot Table			Lot Table		
LOT #	AREA (SF)	AREA (AC)	LOT #	AREA (SF)	AREA (AC)
1	211,773	4.861	14	219,172	5.032
2	209,745	4.815	15	219,172	5.032
3	208,791	4.793	16	219,172	5.032
4	208,323	4.782	17	219,087	5.030
5	253,705	5.824	18	294,443	6.759
6	217,640	4.996	19	237,852	5.460
7	123,366	2.832	20	254,838	5.850
8	219,862	5.047	21	222,003	5.096
9	219,780	5.045	22	217,260	4.988
10	219,780	5.045	23	220,389	5.059
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13	243,876	5.599	26	188,645	4.331
			TOTAL	5,634,253	129.341

TRACT USE TABLE			
TRACT	USE	AREA (SF)	AREA (AC)
TRACT A	LANDSCAPE / MONUMENT SIGN	78,765	1.808
TRACT B	LANDSCAPE BUFFER	13,842	0.317
TRACT C	LANDSCAPE BUFFER	77,906	1.788
TOTAL		170,513	3.91



CASE NO. PP2025-001
STAFF DATE 12-17-2025

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EPS GROUP

Project: Sunshine Industrial Preliminary Plat

Revisions:

JULY 16, 2025 - 1ST PRELIMINARY PLAT SUBMITTAL	
OCTOBER 10, 2025 - 2ND PRELIMINARY PLAT SUBMITTAL	

Call at least two full working days before you begin construction.

ARIZONA 811
One Call 811 or 1-800-ARIZONA-811 (274-8246)
In Maricopa County: (602)263-1100

Designer: STAFF
Drawn by: LFT

Professional Engineer Seal: Joseph W. Petrucci III, License No. 54540, State of Arizona

Job No.: 22-0251
PP02
Sheet No.: 4 of 4



Preliminary Drainage Report

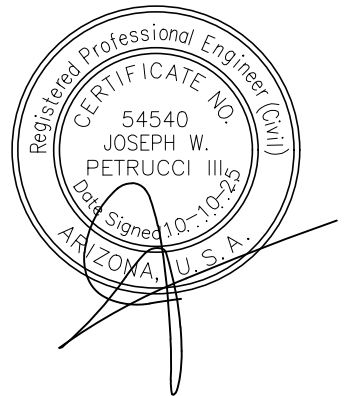
For

Sunshine Industrial

The City of Eloy, Arizona

Owner/Developer

Walton Global Holdings LLC
8800 N. Gainey Center Drive, Ste 345
Scottsdale, AZ 85258
(480) 586-9224
Contact: Bill Doherty
bdoherty@walton.com



Project No. 22-0251

Date: October 2025

1130 N. Alma School Road, Suite 120
Mesa, AZ 85201
o: 480.503.2250
f: 480.503.2258

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Figure 1: FIRM Map Appendix A

Figure 2: Drainage Map Appendix A

Appendix List

- Appendix A: Figures
- Appendix B: Retention Calculations

1.0 Introduction

Sunshine Industrial (the project) is an approximate 148.36 gross acre industrial project being developed in the city of Eloy, Arizona. The project is bounded by Date Street to the north, La Palma Road to the east, Interstate 10 to the south, and Sunshine Road to the west. This site represents a portion of Section 8 & 17, Township 8 South, Range 8 East of the Gila and Salt River Meridian, Maricopa County, Arizona. The Assessor Parcel Numbers (APNs) for the project: 411-10-017K; -0190; -0180; -0160; -017L & 411-17-0070; -006D.

1.1 Project Description

The project consists of a small industrial park with twenty-six (26) parcels of approximately 5.0 acres in size and an 80' wide access road. The project currently lies on undeveloped, vacant land as is zoned as Light Industrial (I-1).

2.0 Project Background

2.1 National Flood Insurance Program

This site is located within FEMA Flood Zone X as shown on FEMA Flood Insurance Rate Map 04021C1956F dated May 16, 2019. See Figure 1: FIRM Map.

Flood Zone X is defined as:

Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than one (1) foot or with drainage areas less than one (1) square mile; and areas protected by levees from 1% annual chance flood.

3.0 Existing Site Conditions

The natural grade for this area is relatively flat at an approximate grade of 0.15 percent towards the northwest corner of the site. The site is currently on vacant farmland.

4.0 Offsite Retention

Offsite runoff from half street Date Street, along the northern boundary of the project will be captured and conveyed to the onsite retention basins through the use of 6" curb and gutter and curb openings. Onsite retention basins have been sized accordingly to accommodate the runoff from the offsite half-street.

5.0 Onsite Retention

Each parcel has been designed to be self-retaining, with each parcel containing its own retention basin. The parcels have been designed to convey storm runoff to their respective retention basins. Above ground retention basins will be constructed to provide the retention volume needed for the site. See Appendix A for the Grading & Drainage Exhibit for an illustration of the basin names and area designations, and Appendix B for retention calculations.

6.0 Methodology and Criteria

The following section provides an overview of the methodology behind the rational method, time of concentration and other calculations used during the preliminary design.

6.1 Rational Method

The Rational Method was used to calculate storm drain peak flows at critical locations in the development. As outlined in the Maricopa County Drainage Manual Volume 2, the Rational Method was applied. The storm drain peak flows were calculated as follows:

$$Q_p = C \times I \times A_d$$

where:

C = Composite runoff coefficient (Calculations shown in Appendix B.)

I = Intensity corresponding to T_c

A_d = Area in acres

6.2 Time of Concentration

Inlet time estimated, system time established based on summation of travel time in system and initial time of concentration based upon the following equation:

$$T_c = 11.4L^{0.5} \times K_b^{0.52} \times S^{-0.31} \times i^{-0.38}$$

where:

T_c = Time of concentration (hrs): minimum of 5 minutes

L = Length of the longest flow path (miles)

K_b = Watershed resistance coefficient – (See Maricopa County Drainage Manual, Hydrology)

S = Watercourse slope (ft/mi)

i = Rainfall intensity (in/hr)

6.3 Curb Opening Design

The inlet capacity of a curb opening is determined as follows:

$$Q_i = C_w L H^{3/2}$$

where:

C_w = Weir coefficient (3.0)
 L = Length of curb opening (ft)
 H = Depth of water (ft)

See Appendix B: Curb Cut Sizing for Retention Ponds.

6.4 Required Retention Volume

$$V_{\text{required}} = C \times D/12 \times A$$

where:

C = Runoff Coefficient
 D = Depth of Precipitation (2.37 in)
 A = Area (acres)

6.5 Ultimate Outfall

The project is self-retaining up to the 100 year, 2-hour storm event. In the event that the 100 year, 2-hour storm event is exceeded, the project will have an ultimate outfall location at the southwest corner of the site.

7.0 Conclusions

This report concluded that:

- This site has been designed in accordance with the Flood Control District of Maricopa County Standards.
- This site does not create adverse impacts on any downstream property.
- The project has been designed to be self-retaining for the 100 year, 2-hour storm event. In the event that the 100 year, 2-hour storm event is exceeded, the ultimate outfall is at the southwest corner of the site.
- Above ground retention basins will be constructed to provide the retention needed for the project and the half-street of Date Street.
- Curb openings have been designed to convey street runoff to the onsite retention basins.

8.0 References

- Flood Control District of Maricopa County, 2023 Drainage Design Manual for Maricopa County, AZ. Volume I, Hydrology, July 6, 2023
- Flood Control District of Maricopa County, 2018 Drainage Design Manual for Maricopa County, AZ. Volume II, Hydraulics, December 14, 2018

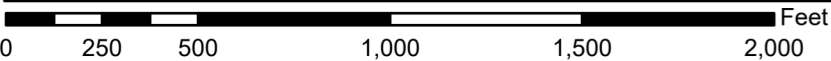
Appendix A

Figures

National Flood Hazard Layer FIRMette



111°33'W 32°44'28"N



1:6,000

111°32'22"W 32°43'58"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 10/9/2025 at 10:44 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

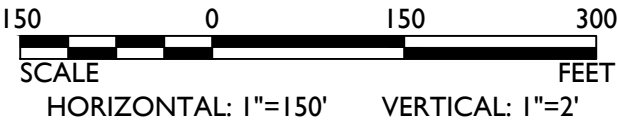
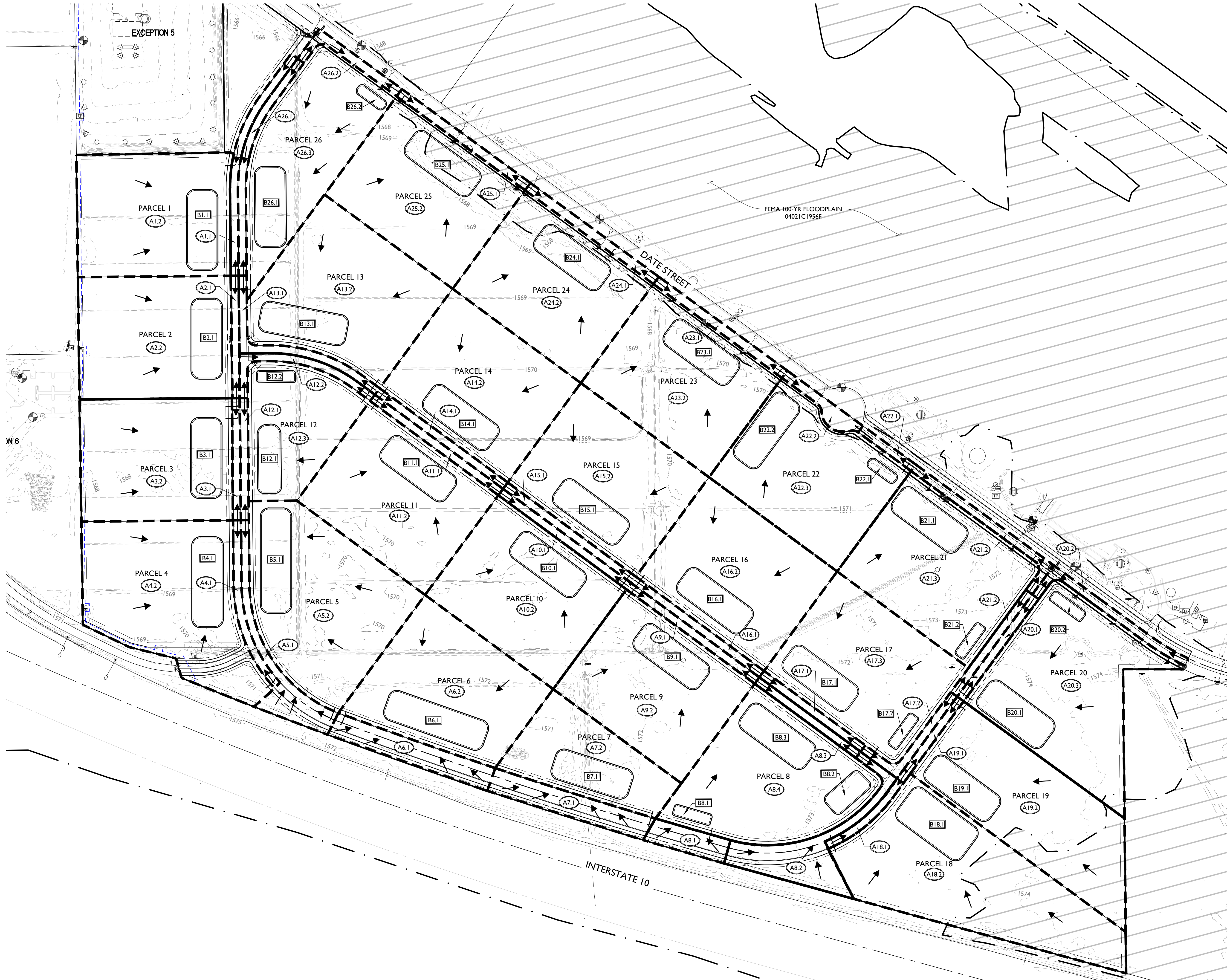
This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and undetermined areas cannot be used for regulatory purposes.

Case No. PP2025-001
Regulatory Date of December 17, 2025.

22-0251 - SUNSHINE INDUSTRIAL

Oct 09, 2025 4:09pm S:\Projects\2022\22-0251\Civil\Construction Documents\Exhibit\Drainage Exhibit.dwg

mdudley



LEGEND

- A# DRAINAGE AREA IDENTIFICATION
- B# BASIN IDENTIFICATION
- DRAINAGE AREA BOUNDARY
- PROPOSED DRAINAGE FLOW
- FEMA FLOODPLAIN LIMITS



1130 N Alma School Road
Suite 120
Mesa, AZ 85201
T:480.503.2350 | F:480.503.2358
www.epsgroupinc.com

Project:
Revisions:

Call at least two full working days
before you begin excavation.

Call 811 or 1-800-488-8111 (TDD) or
in Maricopa County: (602)263-1100

Designer: MJD
Drawn by: MJD

Job No.
22-0251

Sheet No.
EX

SUNSHINE INDUSTRIAL
ELOY, ARIZONA

DRAINAGE EXHIBIT

Case No. PP2025-001
City staff date of December 17, 2025.

Appendix B

Retention Calculations

Project Rainfall Data and IDF Curve

Project: Sunshine Industrial

Prepared By: Michael Dudley

Date: 10/9/2025

Site Specific Rainfall Data

Duration	Duration	Storm Event Return Period									
		1 yr	2 yr	5 yr	10 yr	25 yr	50 yr	100 yr	200 yr	500 yr	1,000 yr
5 min	5 min	0.206	0.268	0.363	0.434	0.531	0.605	0.681	0.759	0.862	0.941
10 min	10 min	0.313	0.408	0.552	0.66	0.808	0.922	1.04	1.16	1.31	1.43
15 min	15 min	0.388	0.506	0.684	0.818	1	1.14	1.29	1.43	1.63	1.78
30 min	30 min	0.523	0.682	0.921	1.1	1.35	1.54	1.73	1.93	2.19	2.39
60 min	60 min	0.647	0.844	1.14	1.36	1.67	1.9	2.14	2.39	2.71	2.96
2 hr	120 min	0.744	0.961	1.28	1.52	1.85	2.1	2.37	2.63	2.99	3.27
3 hr	180 min	0.803	1.03	1.34	1.6	1.95	2.22	2.52	2.82	3.24	3.58
6 hr	360 min	0.97	1.22	1.56	1.83	2.2	2.49	2.8	3.11	3.54	3.88
12 hr	720 min	1.11	1.4	1.76	2.05	2.44	2.74	3.06	3.37	3.8	4.13
24 hr	1,440 min	1.25	1.59	2.06	2.44	2.95	3.36	3.79	4.23	4.84	5.32

Site Specific IDF Curve

Time	Time	Storm Event Return Period									
		1 yr	2 yr	5 yr	10 yr	25 yr	50 yr	100 yr	200 yr	500 yr	1,000 yr
5 min	5 min	2.47	3.22	4.36	5.21	6.37	7.26	8.17	9.11	10.34	11.29
10 min	10 min	1.88	2.45	3.31	3.96	4.85	5.53	6.24	6.96	7.86	8.58
15 min	15 min	1.55	2.02	2.74	3.27	4.00	4.56	5.16	5.72	6.52	7.12
30 min	30 min	1.05	1.36	1.84	2.20	2.70	3.08	3.46	3.86	4.38	4.78
60 min	60 min	0.65	0.84	1.14	1.36	1.67	1.90	2.14	2.39	2.71	2.96
2 hr	120 min	0.37	0.48	0.64	0.76	0.93	1.05	1.19	1.32	1.50	1.64
3 hr	180 min	0.27	0.34	0.45	0.53	0.65	0.74	0.84	0.94	1.08	1.19
6 hr	360 min	0.16	0.20	0.26	0.31	0.37	0.42	0.47	0.52	0.59	0.65
12 hr	720 min	0.09	0.12	0.15	0.17	0.20	0.23	0.26	0.28	0.32	0.34
24 hr	1,440 min	0.05	0.07	0.09	0.10	0.12	0.14	0.16	0.18	0.20	0.22

Weighted Runoff Coefficient by Area

Project: Sunshine Industrial

Prepared By: Michael Dudley

Date: 10/9/2025

Sub Basin Area: A1 (Parcel 1)

Area Description	C	Area
Road	0.95	21,126
Parcel	0.50	217,233
Total Area		238,359
Weighted C		0.54

Sub Basin Area: A2 (Parcel 2)

Area Description	C	Area
Road	0.95	11,115
Parcel	0.50	241,095
Total Area		252,210
Weighted C		0.52

Sub Basin Area: A3 (Parcel 3)

Area Description	C	Area
Road	0.95	10,284
Parcel	0.50	215,358
Total Area		225,642
Weighted C		0.52

Sub Basin Area: A4 (Parcel 4)

Area Description	C	Area
Road	0.95	16,056
Parcel	0.50	264,514
Total Area		280,570
Weighted C		0.53

Sub Basin Area: A5 (Parcel 5)

Area Description	C	Area
Road	0.95	40,033
Parcel	0.50	264,382
Total Area		304,415
Weighted C		0.56

Sub Basin Area: A6 (Parcel 6)

Area Description	C	Area
Road	0.95	46,698
Parcel	0.50	224,098
Total Area		270,796
Weighted C		0.58

Sub Basin Area: A7 (Parcel 7)

Area Description	C	Area
Road	0.95	46,222
Parcel	0.50	129,820
Total Area		176,042
Weighted C		0.62

Sub Basin Area: A8 (Parcel 8)

Area Description	C	Area
Road	0.95	93,544
Parcel	0.50	237,934
Total Area		331,478
Weighted C		0.63

Sub Basin Area: A9 (Parcel 9)

Area Description	C	Area
Road	0.95	14,042
Parcel	0.50	226,834
Total Area		240,876
Weighted C		0.53

Sub Basin Area: A10 (Parcel 10)

Area Description	C	Area
Road	0.95	14,580
Parcel	0.50	228,098
Total Area		242,678
Weighted C		0.53

Weighted Runoff Coefficient by Area

Project: Sunshine Industrial

Prepared By: Michael Dudley

Date: 10/9/2025

Sub Basin Area: A11 (Parcel 11)

Area Description	C	Area
Road	0.95	14,444
Parcel	0.50	226,560
Total Area		241,004
Weighted C		0.53

Sub Basin Area: A12 (Parcel 12)

Area Description	C	Area
Road	0.95	27,954
Parcel	0.50	139,323
Total Area		167,277
Weighted C		0.58

Sub Basin Area: A13 (Parcel 13)

Area Description	C	Area
Road	0.95	20,216
Parcel	0.50	252,108
Total Area		272,324
Weighted C		0.53

Sub Basin Area: A14 (Parcel 14)

Area Description	C	Area
Road	0.95	14,580
Parcel	0.50	226,192
Total Area		240,772
Weighted C		0.53

Sub Basin Area: A15 (Parcel 15)

Area Description	C	Area
Road	0.95	14,580
Parcel	0.50	226,327
Total Area		240,907
Weighted C		0.53

Sub Basin Area: A16 (Parcel 16)

Area Description	C	Area
Road	0.95	14,580
Parcel	0.50	226,192
Total Area		240,772
Weighted C		0.53

Sub Basin Area: A17 (Parcel 17)

Area Description	C	Area
Road	0.95	27,142
Parcel	0.50	231,702
Total Area		258,844
Weighted C		0.55

Sub Basin Area: A18 (Parcel 18)

Area Description	C	Area
Road	0.95	10,102
Parcel	0.50	299,655
Total Area		309,757
Weighted C		0.51

Sub Basin Area: A19 (Parcel 19)

Area Description	C	Area
Road	0.95	7,869
Parcel	0.50	243,042
Total Area		250,911
Weighted C		0.51

Sub Basin Area: A20 (Parcel 20)

Area Description	C	Area
Road	0.95	29,220
Parcel	0.50	267,454
Total Area		296,674
Weighted C		0.54

Sub Basin Area: A21 (Parcel 21)

Area Description	C	Area
Road	0.95	27,245
Parcel	0.50	234,403
Total Area		261,648
Weighted C		0.55

Sub Basin Area: A22 (Parcel 22)

Area Description	C	Area
Road	0.95	19,469
Parcel	0.50	223,612
Total Area		243,081
Weighted C		0.54

Weighted Runoff Coefficient by Area

Project: Sunshine Industrial

Prepared By: Michael Dudley

Date: 10/9/2025

Sub Basin Area: A23 (Parcel 23)

Area Description	C	Area
Road	0.95	16,654
Parcel	0.50	225,285
Total Area		241,939
Weighted C	0.53	

Sub Basin Area: A24 (Parcel 24)

Area Description	C	Area
Road	0.95	16,654
Parcel	0.50	224,505
Total Area		241,159
Weighted C	0.53	

Sub Basin Area: A25 (Parcel 25)

Area Description	C	Area
Road	0.95	16,399
Parcel	0.50	223,969
Total Area		240,368
Weighted C	0.53	

Sub Basin Area: A26 (Parcel 26)

Area Description	C	Area
Road	0.95	34,460
Parcel	0.50	203,940
Total Area		238,400
Weighted C	0.57	

Retention Calculations

Project: Sunshine Industrial

Storm Event: 100 Year - 2 Hour

Prepared by: Michael Dudley

10/9/25

Volume Required : $V_r = C * A * P / 12$ ⁽¹⁾

Volume Provided : $V_p = \Sigma(((A1+A2)/2) * (E2-E1))$

Where:

V = Runoff Volume

C = Runoff Coefficient

A = Drainage Area

E = Elevation

P = 2.37 in

Surface Retention Basin Volume Provided

<i>Basin ID</i>	<i>Elevation</i>	<i>Area (ft²)</i>	<i>Incremental Volume (ft³)</i>	<i>Volume Provided, V_p (ft³)</i>	<i>Volume Provided, V_p (ac-ft)</i>	<i>Volume Required, V_r (ft³)</i>
B1.1	1563	25,953				
	1564	28,756	27,355	27,355	0.63	25,416
B2.1	1564	25,953				
	1565	28,756	27,355	27,355	0.63	25,895
B3.1	1565	25,953				
	1566	28,756	27,355	27,355	0.63	23,197
B4.1	1565	29,310				
	1566	32,383	30,847	30,847	0.71	29,134
B5.1	1565	34,178				
	1566	37,644	35,911	35,911	0.82	33,620
B6.1	1567	34,178				
	1568	37,644	35,911	35,911	0.82	30,892
B7.1	1567	25,953				
	1568	28,756	27,355	27,355	0.63	21,493
B8.1	1569	3,991				
	1570	5,260	4,626	4,626	0.11	4,182
B8.2	1569	10,734				
	1570	12,462	11,598	11,598	0.27	11,260
B8.3	1567	25,953				
	1568	28,756	27,355	27,355	0.63	25,635
B9.1	1567	25,953				
	1568	28,756	27,355	27,355	0.63	25,035

Retention Calculations

Project: Sunshine Industrial

Storm Event: 100 Year - 2 Hour

Prepared by: Michael Dudley

10/9/25

Volume Required : $V_r = C * A * P / 12$ ⁽¹⁾

Volume Provided : $V_p = \sum(((A1+A2)/2) * (E2-E1))$

Where:

V = Runoff Volume

C = Runoff Coefficient

A = Drainage Area

E = Elevation

P = 2.37 in

B10.1	1567	25,953				
	1568	28,756	27,355	27,355	0.63	25,261

B11.1	1567	25,953				
	1568	28,756	27,355	27,355	0.63	25,084

B12.1	1564	15,940				
	1565	18,225	17,083	17,083	0.39	15,860

B12.2	1564	3,991				
	1565	5,260	4,626	4,626	0.11	3,144

B13.1	1563	28,534				
	1564	31,545	30,040	30,040	0.69	28,690

B14.1	1567	25,953				
	1568	28,756	27,355	27,355	0.63	25,073

B15.1	1567	25,953				
	1568	28,756	27,355	27,355	0.63	25,086

B16.1	1567	25,953				
	1568	28,756	27,355	27,355	0.63	25,073

B17.1	1567	25,953				
	1568	28,756	27,355	27,355	0.63	25,041

B17.2	1568	3,991				
	1569	5,260	4,626	4,626	0.11	2,928

B18.1	1568	34,413				
	1569	37,469	35,941	35,941	0.83	31,487

B19.1	1568	25,953				
	1569	28,756	27,355	27,355	0.63	25,478

B20.1	1569	28,746				
	1570	31,622	30,184	30,184	0.69	28,571

Retention Calculations

Project: Sunshine Industrial

Storm Event: 100 Year - 2 Hour

Prepared by: Michael Dudley

10/9/25

Volume Required : $V_r = C * A * P / 12$ ⁽¹⁾

Volume Provided : $V_p = \sum(((A1+A2)/2) * (E2-E1))$

Where:

V = Runoff Volume

C = Runoff Coefficient

A = Drainage Area

E = Elevation

P = 2.37 in

B20.2	1570	3,991				
	1571	5,260	4,626	4,626	0.11	3,341

B21.1	1569	25,953				
	1570	28,756	27,355	27,355	0.63	26,602

B21.2	1569	3,991				
	1570	5,260	4,626	4,626	0.11	1,676

B22.1	1568	3,123				
	1569	4,190	3,657	3,657	0.08	1,117

B22.2	1567	25,953				
	1568	28,756	27,355	27,355	0.63	24,612

B23.1	1566	25,953				
	1567	28,756	27,355	27,355	0.63	25,372

B24.1	1564	25,953				
	1565	28,756	27,355	27,355	0.63	25,295

B25.1	1564	25,953				
	1565	28,756	27,355	27,355	0.63	25,194

B26.1	1563	25,953				
	1564	28,756	27,355	27,355	0.63	24,104

B26.2	1565	3,123				
	1566	4,190	3,657	3,657	0.08	2,492

Total Storage	777,704	17.85
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Retention Calculations

Project: Sunshine Industrial

Storm Event: 100 Year - 2 Hour

Prepared by: Michael Dudley

10/9/25

Volume Required : $V_r = C * A * P / 12^{(1)}$

Volume Provided : $V_p = \sum(((A1+A2)/2) * (E2-E1))$

Where:

V = Runoff Volume

C = Runoff Coefficient

A = Drainage Area

E = Elevation

P = 2.37 in

Volume Required and Summary

Basin ID	Sub-Basin ID	Sub Basin Area Description	Area	C	Volume Required, V_R (ft ³)	Volume Provided, V_p (ft ³)	Water Depth (ft)
B1.1	A1.1	Road	21,126	0.95	3,964		
	A1.2	Parcel	217,233	0.50	21,452		
		Total	238,359		25,416	27,355	0.93
B2.1	A2.1	Road	11,115	0.95	2,086		
	A2.2	Parcel	241,095	0.50	23,809		
		Total	252,210		25,895	27,355	0.95
B3.1	A3.1	Road	10,284	0.95	1,930		
	A3.2	Parcel	215,358	0.50	21,267		
		Total	225,642		23,197	27,355	0.85
B4.1	A4.1	Road	16,056	0.95	3,013		
	A4.2	Parcel	264,514	0.50	26,121		
		Total	280,570		29,134	30,847	0.94
B5.1	A5.1	Road	40,033	0.95	7,512		
	A5.2	Parcel	264,382	0.50	26,108		
		Total	304,415		33,620	35,911	0.94
B6.1	A6.1	Road	46,698	0.95	8,762		
	A6.2	Parcel	224,098	0.50	22,130		
		Total	270,796		30,892	35,911	0.86
B7.1	A7.1	Road	46,222	0.95	8,673		
	A7.2	Parcel	129,820	0.50	12,820		
		Total	176,042		21,493	27,355	0.79
B8.1	A8.1	Road	22,287	0.95	4,182		
		Total	22,287		4,182	4,626	0.90

Retention Calculations

Project: Sunshine Industrial

Storm Event: 100 Year - 2 Hour

Prepared by: Michael Dudley

10/9/25

Volume Required : $V_r = C * A * P / 12$ ⁽¹⁾

Volume Provided : $V_p = \sum(((A1+A2)/2) * (E2-E1))$

Where:

V = Runoff Volume

C = Runoff Coefficient

A = Drainage Area

E = Elevation

P = 2.37 in

B8.2	A8.2	Road	60,009	0.95	11,260		
		Total	60,009		11,260	11,598	0.97
B8.3	A8.3	Road	11,399	0.95	2,139		
	A8.4	Parcel	237,934	0.50	23,496		
		Total	249,333		25,635	27,355	0.94
B9.1	A9.1	Road	14,042	0.95	2,635		
	A9.2	Parcel	226,834	0.50	22,400		
		Total	240,876		25,035	27,355	0.92
B10.1	A10.1	Road	14,580	0.95	2,736		
	A10.2	Parcel	228,098	0.50	22,525		
		Total	242,678		25,261	27,355	0.92
B11.1	A11.1	Road	14,444	0.95	2,711		
	A11.2	Parcel	226,560	0.50	22,373		
		Total	241,004		25,084	27,355	0.92
B12.1	A12.1	Road	11,196	0.95	2,101		
	A12.3	Parcel	139,323	0.50	13,759		
		Total	150,519		15,860	17,083	0.93
B12.2	A12.2	Road	16,753	0.95	3,144		
		Total	16,753		3,144	4,626	0.68
B13.1	A13.1	Road	20,216	0.95	3,794		
	A13.2	Parcel	252,108	0.50	24,896		
		Total	272,324		28,690	30,040	0.96
B14.1	A14.1	Road	14,580	0.95	2,736		
	A14.2	Parcel	226,192	0.50	22,337		
		Total	240,772		25,073	27,355	0.92
B15.1	A15.1	Road	14,580	0.95	2,736		
	A15.2	Parcel	226,327	0.50	22,350		
		Total	240,907		25,086	27,355	0.92

Retention Calculations

Project: Sunshine Industrial

Storm Event: 100 Year - 2 Hour

Prepared by: Michael Dudley

10/9/25

Volume Required : $V_r = C * A * P / 12$ ⁽¹⁾

Volume Provided : $V_p = \sum(((A1+A2)/2) * (E2-E1))$

Where:

V = Runoff Volume

C = Runoff Coefficient

A = Drainage Area

E = Elevation

P = 2.37 in

B16.1	A16.1 A16.2	Road	14,580	0.95	2,736		
		Parcel	226,192	0.50	22,337		
		Total	240,772		25,073	27,355	0.92

B17.1	A17.1 A17.3	Road	11,512	0.95	2,160		
		Parcel	231,702	0.50	22,881		
		Total	243,214		25,041	27,355	0.92

B17.2	A17.2	Road	15,602	0.95	2,928		
		Total	15,602		2,928	4,626	0.63

B18.1	A18.1 A18.2	Road	10,102	0.95	1,896		
		Parcel	299,655	0.50	29,591		
		Total	309,757		31,487	35,941	0.88

B19.1	A19.1 A19.2	Road	7,869	0.95	1,477		
		Parcel	243,042	0.50	24,001		
		Total	250,911		25,478	27,355	0.93

B20.1	A20.1 A20.3	Road	11,506	0.95	2,159		
		Parcel	267,454	0.50	26,412		
		Total	278,960		28,571	30,184	0.95

B20.2	A20.2	Road	17,803	0.95	3,341		
		Total	17,803		3,341	4,626	0.72

B21.1	A21.1 A21.3	Road	18,407	0.95	3,454		
		Parcel	234,403	0.50	23,148		
		Total	252,810		26,602	27,355	0.97

B21.2	A21.2	Road	8,932	0.95	1,676		
		Total	8,932		1,676	4,626	0.36

B22.1	A20.2	Road	5,953	0.95	1,117		
		Total	5,953		1,117	3,657	0.31

Retention Calculations

Project: Sunshine Industrial

Storm Event: 100 Year - 2 Hour

Prepared by: Michael Dudley

10/9/25

Volume Required : $V_r = C * A * P / 12$ ⁽¹⁾

Volume Provided : $V_p = \sum(((A1+A2)/2) * (E2-E1))$

Where:

V = Runoff Volume

C = Runoff Coefficient

A = Drainage Area

E = Elevation

P = 2.37 in

B22.2	A22.2	Road	13,482	0.95	2,530		
	A22.3	Parcel	223,612	0.50	22,082		
		Total	237,094		24,612	27,355	0.90

B23.1	A23.1	Road	16,654	0.95	3,125		
	A23.2	Parcel	225,285	0.50	22,247		
		Total	241,939		25,372	27,355	0.93

B24.1	A24.1	Road	16,654	0.95	3,125		
	A24.2	Parcel	224,505	0.50	22,170		
		Total	241,159		25,295	27,355	0.92

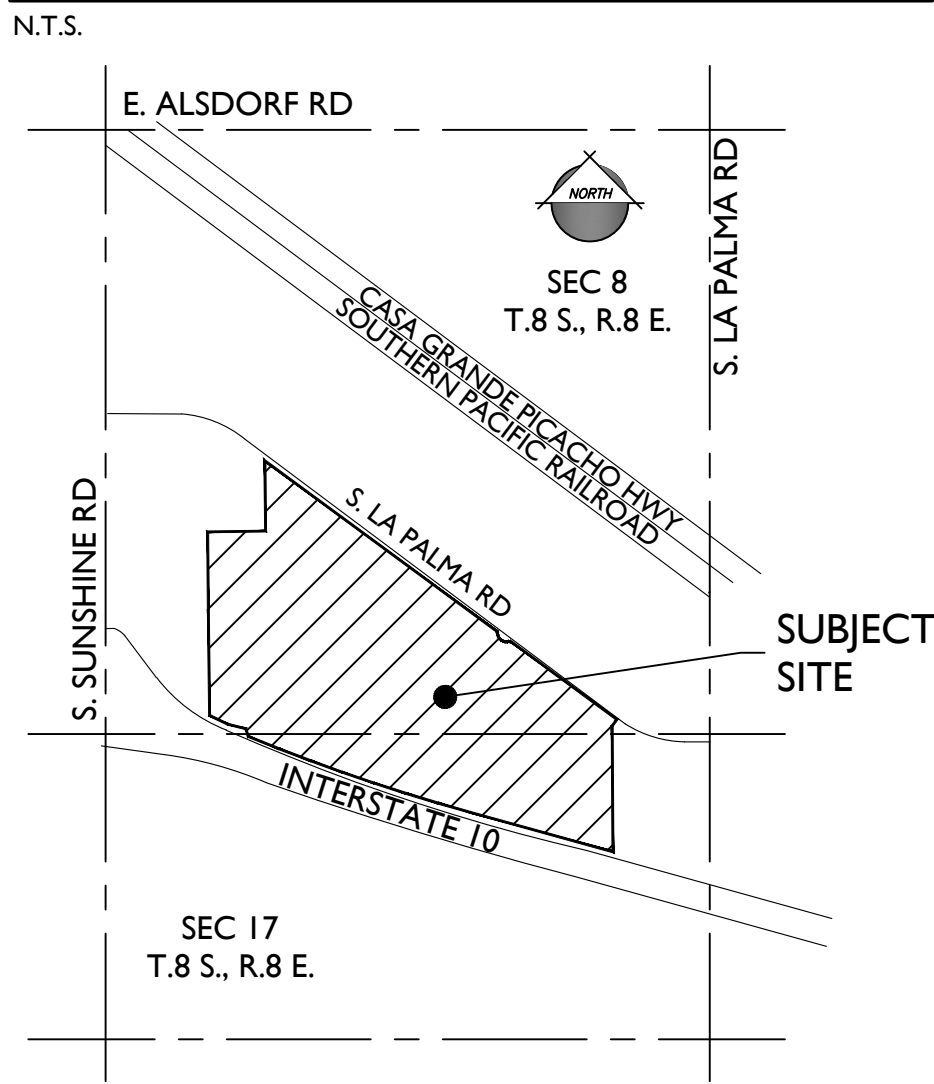
B25.1	A25.1	Road	16,399	0.95	3,077		
	A25.2	Parcel	223,969	0.50	22,117		
		Total	240,368		25,194	27,355	0.92

B26.1	A25.1	Road	21,126	0.95	3,964		
	A25.3	Parcel	203,940	0.50	20,140		
		Total	225,066		24,104	27,355	0.88

B26.2	A26.2	Road	13,278	0.95	2,492		
		Total	13,278		2,492	3,657	0.68

Curb Cut Sizing for Retention Ponds								
Subbasin Name	C	Area (AC)	Tc (min)	I (in/in)	Required Q (CFS)	Curb Cut Width (FT)	Curb Cut Capacity (CFS)	
A1.1	0.95	0.48	10	3.96	1.82	3.5	1.86	O.K.
A2.1	0.95	0.26	10	3.96	0.96	2	1.06	O.K.
A3.1	0.95	0.24	10	3.96	0.89	2	1.06	O.K.
A4.1	0.95	0.37	10	3.96	1.39	3	1.59	O.K.
A5.1	0.95	0.92	10	3.96	3.46	7	3.71	O.K.
A6.1	0.95	1.07	10	3.96	4.03	8	4.24	O.K.
A7.1	0.95	1.06	10	3.96	3.99	8	4.24	O.K.
A8.1	0.95	0.51	10	3.96	1.92	4	2.12	O.K.
A8.2	0.95	1.38	10	3.96	5.18	10	5.30	O.K.
A8.3	0.95	0.26	10	3.96	0.98	2	1.06	O.K.
A9.1	0.95	0.32	10	3.96	1.21	2.5	1.33	O.K.
A10.1	0.95	0.33	10	3.96	1.26	2.5	1.33	O.K.
A11.1	0.95	0.33	10	3.96	1.25	2.5	1.33	O.K.
A12.1	0.95	0.26	10	3.96	0.97	2	1.06	O.K.
A12.2	0.95	0.38	10	3.96	1.45	3	1.59	O.K.
A13.1	0.95	0.46	10	3.96	1.75	3.5	1.86	O.K.
A14.1	0.95	0.33	10	3.96	1.26	2.5	1.33	O.K.
A15.1	0.95	0.33	10	3.96	1.26	2.5	1.33	O.K.
A16.1	0.95	0.33	10	3.96	1.26	2.5	1.33	O.K.
A17.1	0.95	0.26	10	3.96	0.99	2	1.06	O.K.
A17.2	0.95	0.36	10	3.96	1.35	3	1.59	O.K.
A18.1	0.95	0.23	10	3.96	0.87	2	1.06	O.K.
A19.1	0.95	0.18	10	3.96	0.68	1.5	0.80	O.K.
A20.1	0.95	0.26	10	3.96	0.99	2	1.06	O.K.
A20.2	0.95	0.41	10	3.96	1.54	3	1.59	O.K.
A21.1	0.95	0.42	10	3.96	1.59	3	1.59	O.K.
A21.2	0.95	0.21	10	3.96	0.77	2	1.06	O.K.
A22.1	0.95	0.14	10	3.96	0.51	1	0.53	O.K.
A22.2	0.95	0.31	10	3.96	1.16	2.5	1.33	O.K.
A23.1	0.95	0.38	10	3.96	1.44	3	1.59	O.K.
A24.1	0.95	0.38	10	3.96	1.44	3	1.59	O.K.
A25.1	0.95	0.38	10	3.96	1.42	3	1.59	O.K.
A26.1	0.95	0.48	10	3.96	1.82	3.5	1.86	O.K.
A26.2	0.95	0.30	10	3.96	1.15	2.5	1.33	O.K.

VICINITY MAP



SUNSHINE INDUSTRIAL

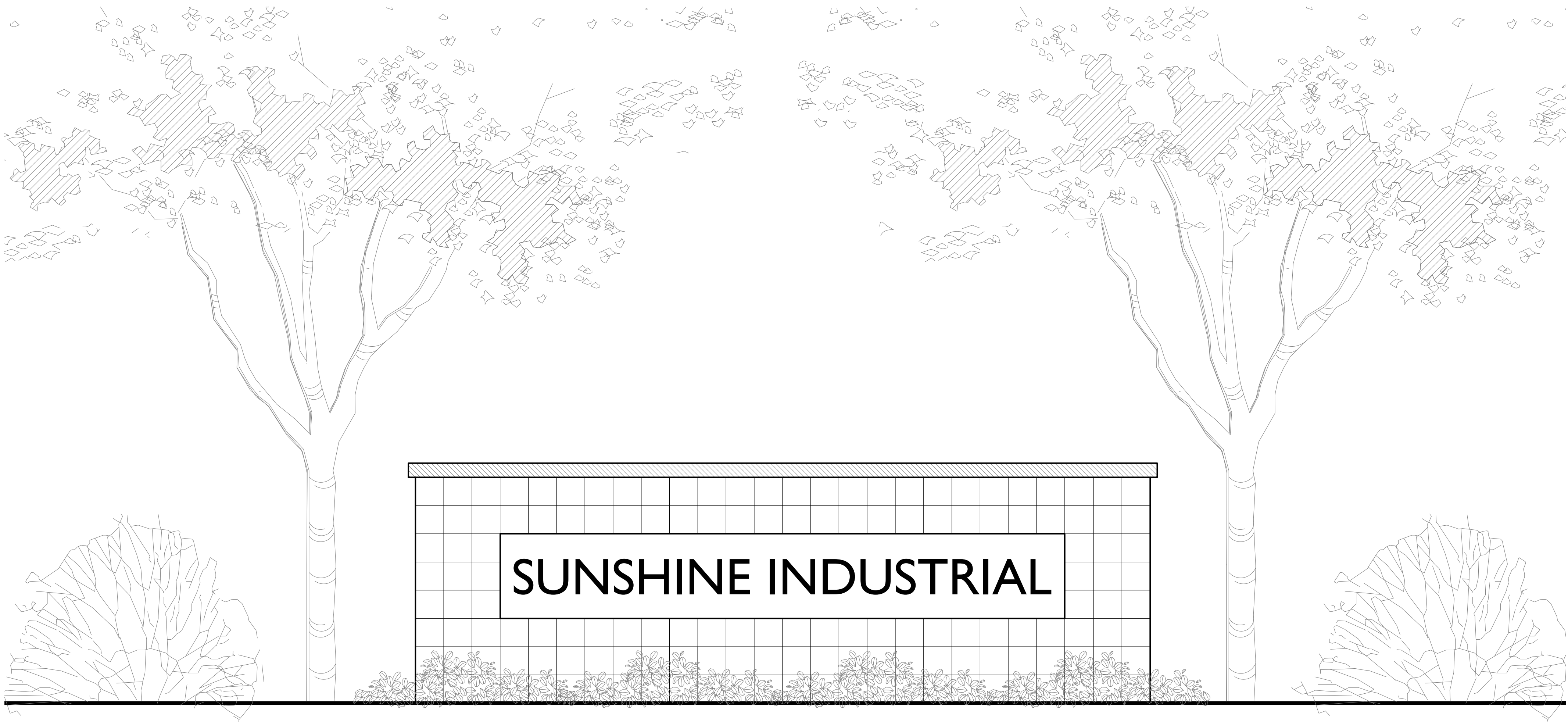
A PORTION OF THE SOUTH HALF OF SECTION 8 AND THE NORTH HALF OF SECTION 17, T.8 S.,
GILA AND SALT RIVER MERIDIAN, PINAL COUNTY, ARIZONA

City of Eloy, Arizona

PRELIMINARY LANDSCAPE PACKAGE

SUBMITTED: July 1, 2025

RESUBMITTED: October 10, 2025



SHEET INDEX		
SHEET NO.	SHEET TITLE	PAGE #
L-CS	Cover Sheet	1
L-1.01	Preliminary Landscape Plans	2
L-2.01	Conceptual Entry Monument & Wall Details	3

PROJECT TEAM

PROPERTY OWNER:
**WALTON SUNSHINE INDUSTRIAL LP/
WSI DEVELOPMENT SUB LP ETAL**
8800 N. Gainey Center Drive, Ste 345.
Scottsdale, AZ 85258
(480) 586-9224
Contact: Bill Doherty
bdoherty@walton.com

PROPERTY DEVELOPER:
**WALTON GLOBAL
HOLDINGS, LLC**
8800 N. Gainey Center Drive,
Ste 345. Scottsdale, AZ 85258
(480) 586-9224
Contact: Bill Doherty
bdoherty@walton.com

LANDSCAPE ARCHITECT:
EPS GROUP, INC.
1130 Alma School Road, Suite 120
Mesa, AZ 85201
(480) 503-2250
Contact: Aliza Sabin, RLA LEED AP
aliza.sabin@epsgroupinc.com

CIVIL ENGINEER:
EPS GROUP, INC.
1130 Alma School Road, Suite 120
Mesa, Arizona 85201
(480) 355-1556
Contact: Joe Petrucci,
Joe.Petrucci@epsgroupinc.com

PLANNING:
EPS GROUP, INC.
1130 Alma School Road, Suite 120
Mesa, Arizona 85201
(480) 503-2250
Contact: Josh Hannon,
Josh.Hannon@epsgroupinc.com

Case No. PP2025-001
City staff date of December 17, 2025.

1130 N. Alma School, Suite 120
Mesa, AZ 85201
T:480.503.2250 | F:480.503.2258
www.epsgroupinc.com

EPS GROUP

Sunshine Industrial
CITY OF ELOY, AZ

Cover Sheet

Project:

Revisions:

1ST SUBMITTAL - 07/01/2025
1ST RESUBMITTAL - 10/10/2025

Call at least two full working days
before you begin excavation

ARIZONA
Professional Engineer
No. 45568
ALIZA E. SABIN
In Maricopa County, 08/03/2013-11/03/2025

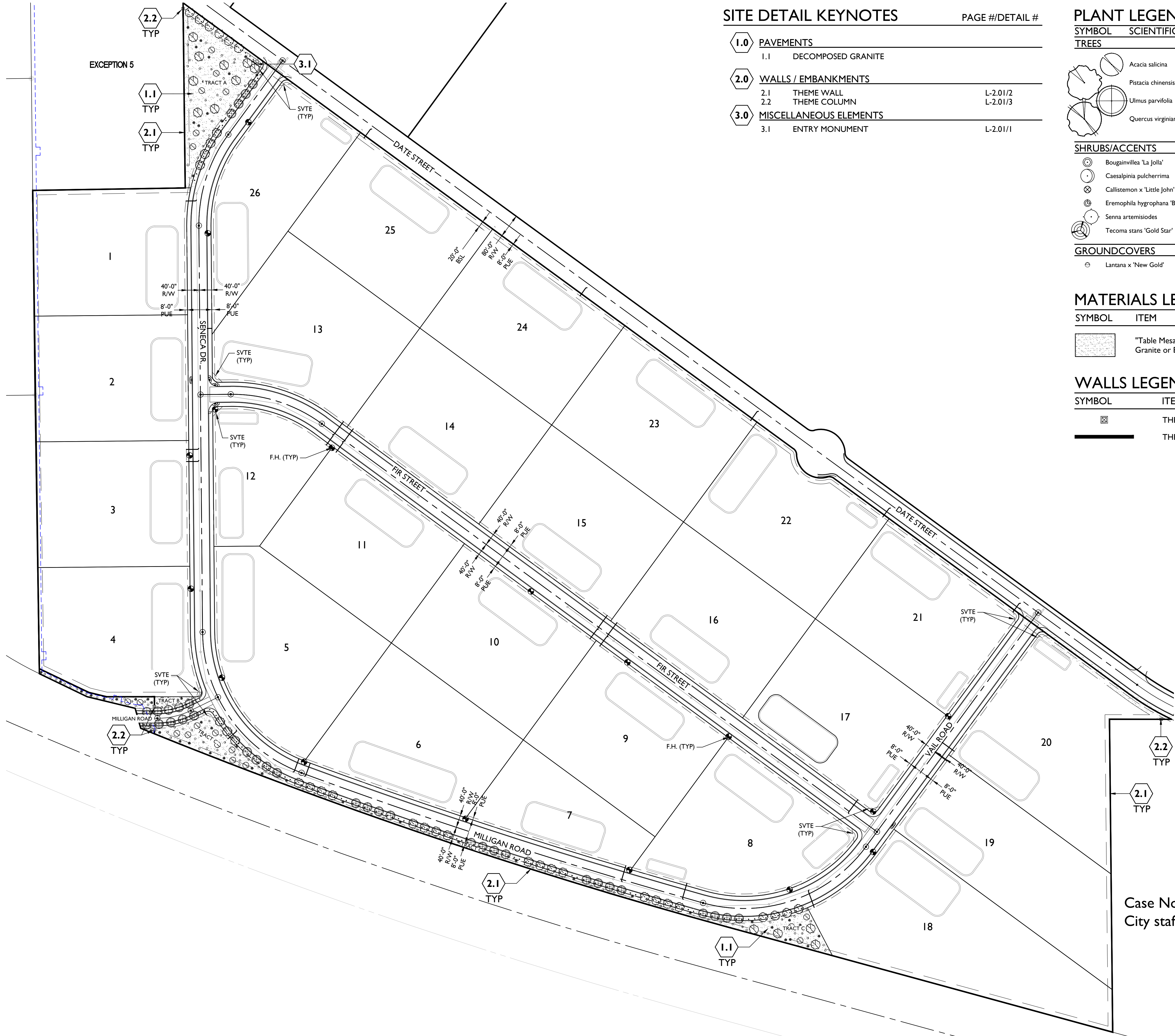
Designer: AS/LB
Drawn by: JM

REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO. 45568
ALIZA E. SABIN
Expires 12/31/2025

Job No.
22-0251

PRELIMINARY
LANDSCAPE

Sheet No.
L-CS
1 of 3



SITE DETAIL KEYNOTES

PAGE #/DETAIL #

1.0	PAVEMENTS	
1.1	DECOMPOSED GRANITE	
2.0	WALLS / EMBANKMENTS	
2.1	THEME WALL	L-2.01/2
2.2	THEME COLUMN	L-2.01/3
3.0	MISCELLANEOUS ELEMENTS	
3.1	ENTRY MONUMENT	L-2.01/1

PLANT LEGEND

SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	QTY
TREES				
	Acacia salicina	Willow Acacia	24" Box	20
	Pistacia chinensis	Chinese Pistache	24" Box	33
	Ulmus parvifolia	Chinese Elm	24" Box	34
	Quercus virginiana 'Heritage'	'Heritage' Live Oak	24" Box	13

SHRUBS/ACCENTS	COMMON NAME	SIZE	QTY
	Bougainvillea 'La Jolla'	'La Jolla' Bougainvillea	5 Gal 64
	Caesalpinia pulcherrima	Red Bird of Paradise	5 Gal 52
	Callistemon x 'Little John'	Dwarf Callistemon	5 Gal 34
	Eremophila hygrophana 'Blue Bells'	Blue Bells	5 Gal 71
	Senna artemisioides	Feathery Cassia	5 Gal 64
	Tecoma stans 'Gold Star'	Yellow Bells	5 Gal 53

GROUNDCOVERS	COMMON NAME	SIZE	QTY
	Lantana x 'New Gold'	New Gold Lantana	5 Gal 5

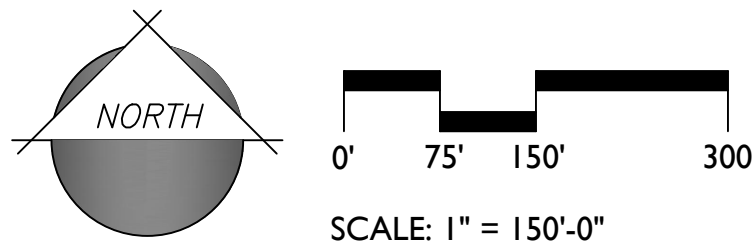
MATERIALS LEGEND

SYMBOL	ITEM	SIZE	QTY
	"Table Mesa Brown" Decomposed Granite or Equal	5/8" Screened 2" Depth, Min.	223,677 SF

WALLS LEGEND

SYMBOL	ITEM	QTY
	THEME COLUMN	4 EA
	THEME WALL	7,621 LF

Case No. PP2025-001
City staff date of December 17, 2025.



1130 N. Alma School, Suite 120
Mesa, AZ 85210
T:480.503.2250 | F:480.503.2258
www.epsgroupinc.com

Project: Sunshine Industrial
CITY OF ELOY, AZ

Revisions:

1ST SUBMITTAL - 07/01/2025
1ST RESUBMITTAL - 09/02/2025

Call or text at least two full working days before you begin construction.

ARIZONA 801
Professional Seal of Aliza E. Sabin, Registered Landscape Architect, No. 45568, AZ, Exp. 12/31/2028

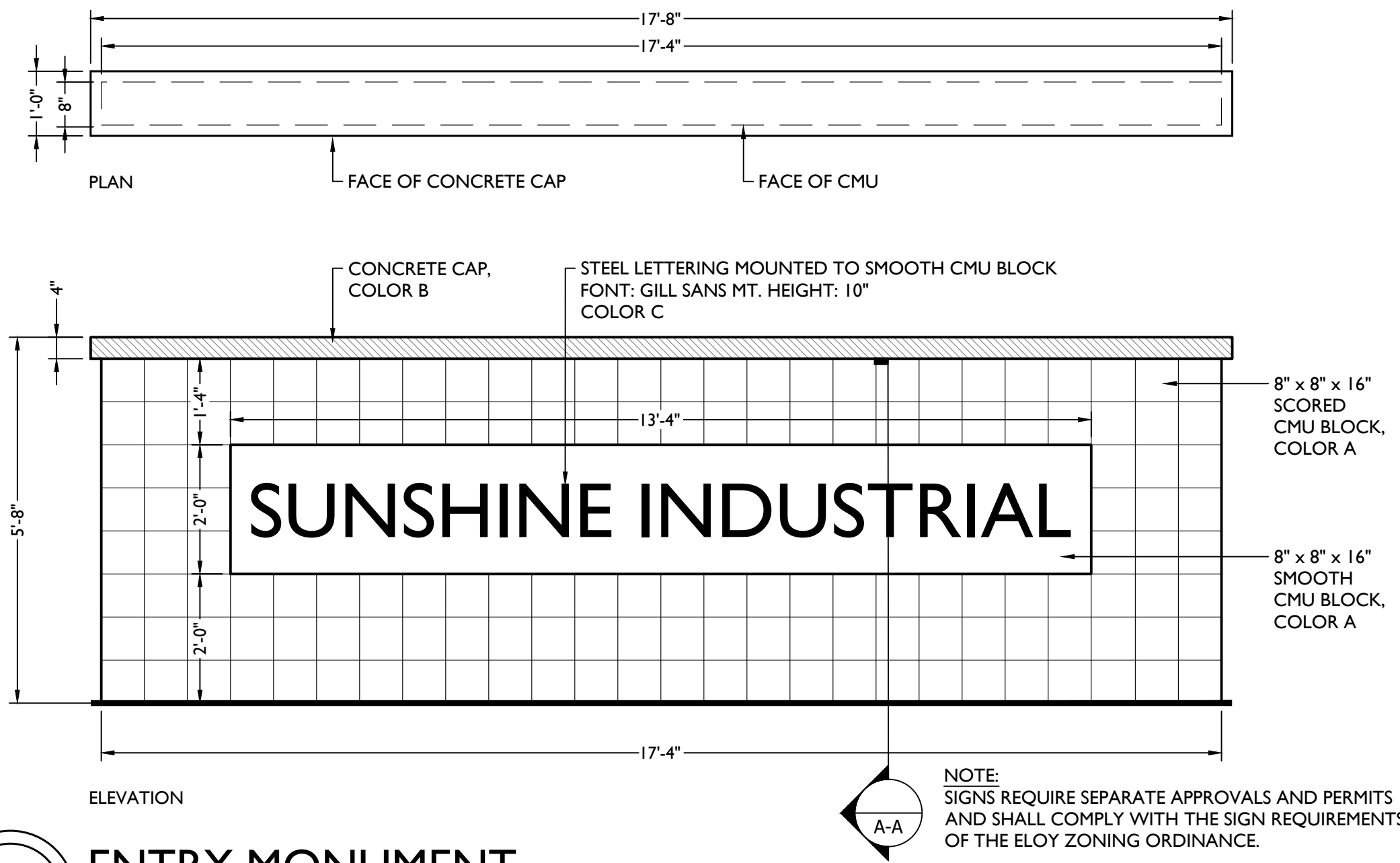
Designer: AS/LB
Drawn by: JM

Job No. 22-0251
PRELIMINARY LANDSCAPE
Sheet No. L-1.01
2 of 3

1

ENTRY MONUMENT

Scale: 1/2" = 1'-0"



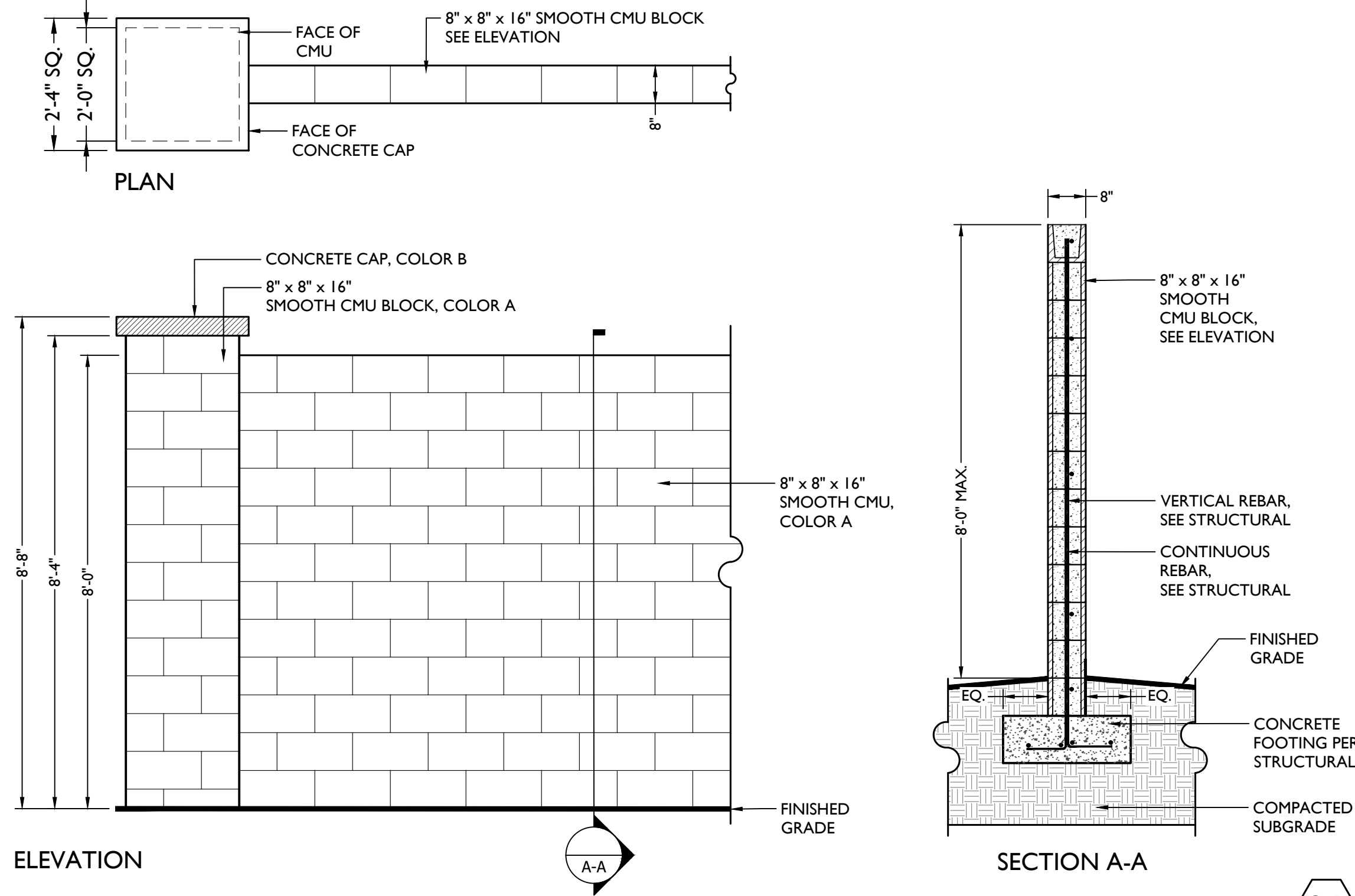
NOTE:
SIGNS REQUIRE SEPARATE APPROVALS AND PERMITS
AND SHALL COMPLY WITH THE SIGN REQUIREMENTS
OF THE ELOY ZONING ORDINANCE.

3.1

2

THEME WALL

Scale: 1/2" = 1'-0"

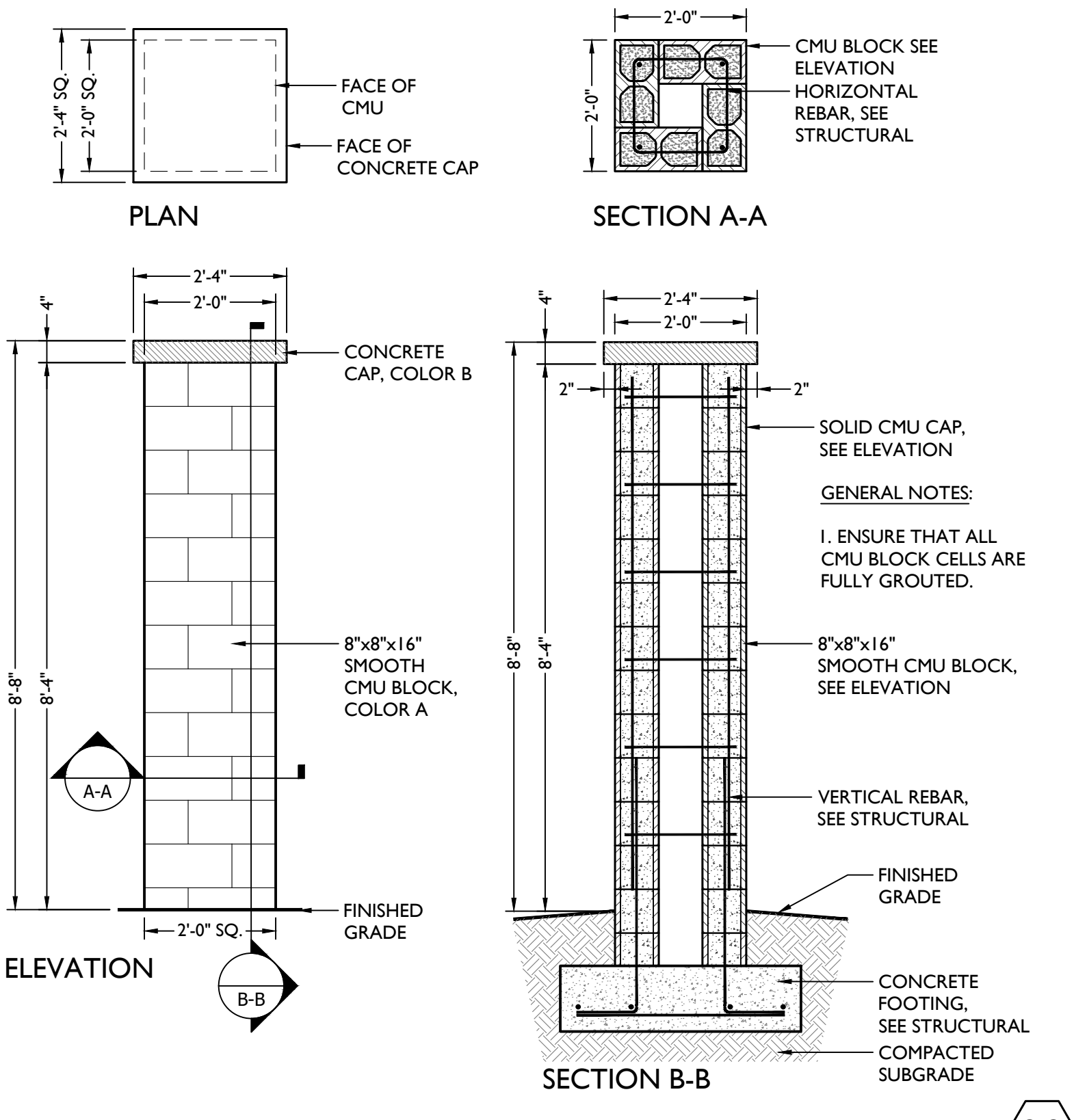


2.1

3

THEME COLUMN

Scale: 1/2" = 1'-0"



2.2

SITE DETAIL KEYNOTES

PAGE #/DETAIL #

1.0	PAYEMENTS	
1.1	DECOMPOSED GRANITE	
2.0	WALLS / EMBANKMENTS	
2.1	THEME WALL	L-2.01/2
2.2	THEME COLUMN	L-2.01/3
3.0	MISCELLANEOUS ELEMENTS	
3.1	ENTRY MONUMENT	L-2.01/1



COLOR A - CMU
Color: SW 7504 Keystone Gray LRV 29
By Sherwin Williams, OAE



COLOR B - CMU CAP
Color: SW 7034 Status Bronze LRV 8
Sherwin Williams, OAE



COLOR C - STEEL
Color: RAL 8022 Black Brown

Case No. PP2025-001
City staff date of December 17, 2025.

Conditions of Approval for Preliminary Plat:

Case No. PP2025-001

Sunshine Industrial Park

These stipulations are in order to protect the public health, safety, and welfare of the City of Eloy.

SITE DEVELOPMENT

1. **CONFORMANCE TO DEVELOPMENT PLAN.** Except as required by the Eloy Code, and the Conditions of Approval herein, the civil improvement plans (construction documents) and final plat shall substantially conform to the following documents:
 - a. The Preliminary Plat submitted by ESP Group, with a city staff date of December 17, 2025.
 - b. The Preliminary landscape plan and Conceptual Entry Monument & Wall Details plan submitted by ESP Group, with a city staff date of December 17, 2025.
 - c. The Preliminary Drainage Report submitted by ESP Group, with a city staff date of December 17, 2025.
2. **INFRASTRUCTURE IMPROVEMENTS.** The property owner/developer shall construct all water, wastewater, street, curb, gutter, sidewalk, street lights, and drainage improvements necessary to service the development as determined by the City Engineer, or its designee.
3. **STANDARDS OF IMPROVEMENTS.** With the development of the property, all required infrastructure improvements shall be constructed in accordance with the Eloy City Code, Details and the applicable Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction at the time of development
4. **TRAFFIC REPORT.** In accordance with the subdivision provisions of Eloy Code, the property owner/developer shall submit a Traffic Impact Analysis (Final Traffic Report) with the final plat and civil improvement plans. Unless otherwise specified by the City Engineer or its designee, the analysis shall conform to the Arizona Department of Transportation uniform guidelines for conducting traffic impact analyses. As part of the analysis, the report shall include the development's impacts on the intersection of North Sunshine Boulevard and East Date Street.
5. **IN-LIEU PAYMENT.** The property owner/developer shall make an in-lieu payment to the City for the development's proportionate share to construct the final design configuration and street improvements for a signalized arterial street intersection of North Sunshine Boulevard and East Date Street to accommodate the development, as determined by the City Engineer, or its designee.
6. **PINAL COUNTY FLOOD CONTROL USE PERMIT.** Unless otherwise determined by the Pinal County Flood Control District, the property owner/developer shall obtain a Floodplain Use Permit for those portions of the property with a special flood hazard designation and other areas of the property as determined by the aforementioned district.
7. **STREETLIGHT IMPROVEMENT DISTRICT.** With the final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Street Light Improvement District for the cost of the electricity, operation, and maintenance of the street lighting system within the development.

8. **MAINTENANCE IMPROVEMENT DISTRICT.** With the final plat application, the applicant shall submit a petition to the City Council in a form acceptable to the City Attorney for consideration to create a Maintenance Improvement District for the operations, maintenance, repair, and improvements to landscaping adjacent to designated public roadways and parkways within the proposed district, as well as drainage and retention within each proposed district.
9. **CONSTRUCTION COMPLETED.** Prior to the issuance of any Final Inspection for the development property, the property owner/Developer shall complete all infrastructure and improvements required by the Eloy City Code, these stipulations, and the City Engineer, or its designee.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VI.A.**

Date: **12/17/2025**

Date submitted:
11/22/2025

Action: Other

Date requested:
12/17/2025

Subject: 2. Case No. RZPAD2025-003: AZ Skydive. A request by Jessica Sarkissian, of Upfront Planning & Entitlements, LLC, as the applicant on behalf of LLSS, LLC, Lawrence E & Lillian A Hill, and Drop Inn Motel & RV Park, LLC, to rezone an approximately 76-acre site located approximately 2,215 feet north of the northeast of North Tumbleweed Road and West Shedd Road from Light Industrial (I-1) and General Industrial (I-2) to Light Industrial (I-1) and General Industrial (I-2) with the Planned Area Development Overlay (PAD).

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission provide a recommendation of approval to the City Council for Case No. RZPAD2025-003: Skydive Arizona, subject to the attached Conditions of Approval.

DISCUSSION:

Amendment to the Zoning Map (Rezone) Request:

The applicant requests to rezone an approximately 76-acre site, located about 2,215 feet northeast of the intersection of North Tumbleweed Road and West Shedd Road, from Light Industrial (I-1) and General Industrial (I-2) to Light Industrial (I-1) Planned Area Development Overlay (PAD) and General Industrial (I-2) PAD. The proposed rezoning will include hotels, motels, and RV Parks as allowed uses, permitting the reuse of several existing buildings on the property as hotels or motels while retaining the existing RV parks as conforming uses.

General Plan:

The current General Plan Future Land Use Map designation of the property is General Industrial (approximately 4.9 acres) and Light Industrial (approximately 71.1 acres). The General Industrial land use designation allows a variety of the most intense industrial employment uses and generally consists of wholesale and storage warehouses, external storage yards (including utility centers), fabrication, manufacturing, processing, repairing, and packaging of goods; and, the Light Industrial General Plan designation allows for industrial employment uses, such as professional offices, research and development, wholesale and storage warehouses, utility centers, the repairing and packaging of goods, and associate eating and retail establishments.

Context:

The property is located approximately 2,215 feet north of the northeast corner of North Tumbleweed Road and West Shedd Road. The site is surrounded by undeveloped land to the north, south, and east, and a variety of aviation uses and Eloy Airport to the west. The General Plan land use map designations, zoning, and land uses of the property abutting and adjacent to the property are identified below.

Direction	General Plan Land Use Map Designation	Existing Property Zoning	Existing Use of the Property
Site	General Industrial and Light Industrial	Light Industrial (I-1) with the Aviation Overlay (AO) and General Industrial (I-2) with the Aviation Overlay (AO)	A variety of aviation, skydiving, RV park, restaurant, and non-conforming residential uses,
North	Light Industrial	Pinal County General Rural (GR)	Residential, skydive-related, and aviation uses,
South	Light Industrial and Estate Density Residential	Single Family Residential (R1-43) and Single Family Residential (R1-43) with the Aviation Overlay (AO)	Undeveloped land
East	Light Industrial and Estate Density Residential	Single Family Residential (R1-43) and Single Family Residential (R1-43) with the Aviation Overlay (AO)	Undeveloped land and skydive-related uses

West	Light Industrial	Light Industrial (I-1) with the Aviation Overlay (AO)	Undeveloped land and a variety of aviation and skydiving-related uses.
------	------------------	---	--

Zoning Ordinance Issues for Consideration for an Amendment to the Zoning Map (Rezone):

In determining whether to approve, approve with conditions, or deny the proposed Official Zoning Map amendment, the issue for consideration shall include, but not be limited to: (Staff's analysis of the consideration is included in bold italic text, and the applicant's analysis is included in their narrative, which is attached.)

A. Consistency (or lack thereof) with the adopted Eloy General Plan and other adopted plans;

- ***The property currently has a General Plan designation of General Industrial and Light Industrial. The requested rezone is consistent with the General Industrial and Light Industrial General Plan designations.***

B. Compatibility with the existing zoning and conforming uses of nearby property and with the character of the neighborhood;

- ***A substantial portion of the approximately 76-acre site (about 71.1 acres) is currently zoned Light Industrial, with the remaining acreage zoned General Industrial. The proposed rezoning would retain the existing Light Industrial and General Industrial zoning designations, and apply a PAD overlay to the entire property. The PAD overlay will allow hotels, motels, and RV Park as permitted uses. This approach is anticipated to maintain consistency and compatibility with the existing, abutting, and adjacent properties, as well as the overall character of the surrounding area. Additionally, the proposed zoning would help provide a variety of land uses within the Airport Area Growth Area, supporting a balanced mix of uses consistent with General Plan Goal 3.3.1.2.***

C. Suitability of the subject property for uses permitted by the proposed zoning district;

- ***The property currently contains light industrial uses and a nonconforming RV park. The addition of the PAD overlay, which would permit the hotel, motel, and RV park to be added as allowed uses, would bring the property into conformance with the Zoning Ordinance and allow the repurposing of several buildings on the property. Furthermore, the proposal would help maintain a balance of uses within a designated Growth Area (Goal 3.3.1.2). The proposed zoning designation would also support more intensive land***

use, creating a mixed-use environment that promotes the logical utilization and extension of existing infrastructure, encourages orderly development within Growth Areas, and contributes to a sustainable community (Goals 3.1.1.1, 3.3.1.2, and 3.3.1.3).

D. Suitability of the subject property for uses permitted by the existing district; and

- ***The property is located within the General Plan's Airport Area Growth Area. Growth Areas are intended to guide new development and focus efforts on promoting commercial, employment, and industrial uses in areas of the City that meet the needs of residents and businesses (Goal 3.3.1.3). The proposed I-1 PAD zoning designation will further facilitate the development of a mix of uses that supports the General Plan's objective of achieving a balanced land use pattern within designated Growth Areas (Goal 3.3.1.2).***

E. Availability of sewer and water facilities.

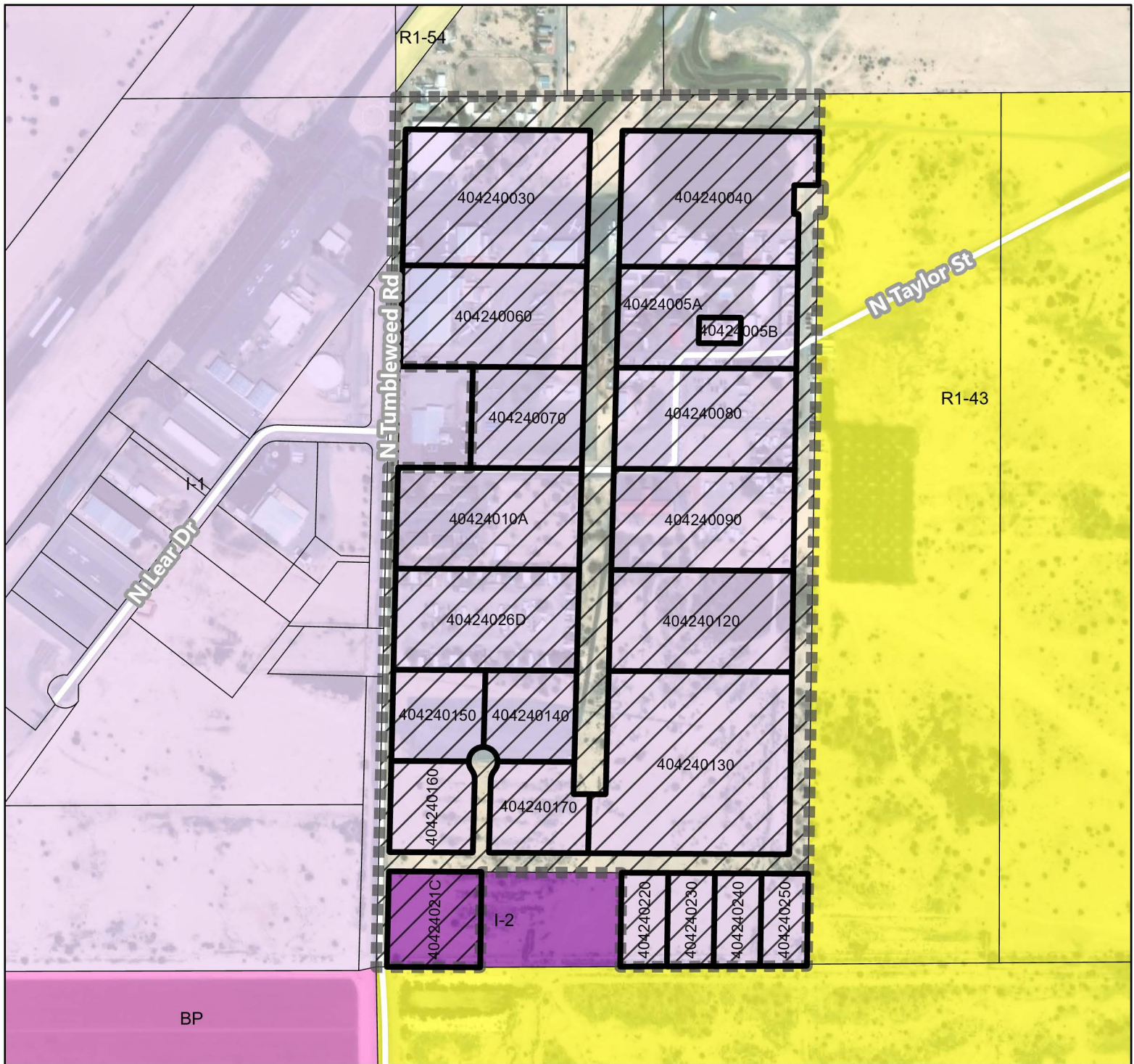
- ***Water services are available in the area and are anticipated to be adequate to serve the existing development. However, wastewater lines are not currently available nearby. The property owner/developer will be required to extend and upgrade existing water and wastewater infrastructure, or provide alternative wastewater treatment methods, such as a septic system, to accommodate new development on the property.***

Planned Area Development (PAD) Consideration

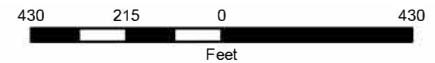
A Planned Area Development (PAD) District may be approved only when the City Council determines that the proposed PAD would result in a greater benefit. It may include implementing adopted planning policies/design standards, natural resources preservation/conservation resources, provision of utilities, urban design, neighborhood/community amenities, or an overall level of increased development quality. (Staff's analysis is included in bold italic text and the applicant's analysis is included in their narrative, attached):

- ***The proposed modifications to incorporate the land uses identified in the PAD Development Plan are intended to allow the reuse of existing buildings on the property as a hotel or motel, while maintaining the existing RV Parks as conforming uses. Additionally, the proposed PAD Development Plan will enable the property to operate with a level of flexibility not contemplated in the Zoning Ordinance and will promote consistency with General Plan objectives, including GP Goals 3.1.1.1, 3.3.1.2, and 3.3.1.3.***

FISCAL IMPACT:



Skydive Arizona - Rezone I-1 & I-2 to I-1 PAD & 1-2 PAD Overlay Case No: RZPAD2025-003 ± 76 acres



PAD Overlay



Subject Parcels (21)

Zoning Designations

Single Family

- RR-20 Rural Residential (20 acres/du)
- RR-5 Rural Residential (5 acres/du)
- RR-2.5 Rural Residential (2.5 acres/du)
- R1-54 Estate Residential (1.25 acres/du)
- R1-43 Estate Residential (43,560 sq. ft.)

R1-12 Single Family Residential (12,000 sq. ft.)

R1-6 Single Family Residential (6,000 sq. ft.)

Multi-Family

R-2 Small Lot Residential (6-10 du/acre)

R-3 Multiple Family Residential (10-24 du/acre)

Commercial

C-1 Neighborhood Commercial

C-2 General Commercial

MU Mixed Use

Industrial

BP Business Park

I-1 Light Industrial

I-2 General Industrial

Public Facility

PF Public Facility

Open Space

OSC Open Space Conservation

OSR Open Space Recreational



Disclaimer: This map is for reference purposes only and is not suitable for legal, financial, engineering, or surveying purposes or commitments. The City of Eloy assumes no responsibility for errors, omissions, or inaccuracies presented, and shall have neither liability nor responsibility for any direct or indirect loss or damage in connection with, or arising from, the information on this map. Any conclusions derived from this map are the responsibility of the user.

PAD NARRATIVE FOR



Case No. PZPAD2025-003

Submitted to:
City of Eloy
595 N. C Street, Suite 102
Eloy, AZ 85131

Prepared by:
Upfront Planning & Entitlements, LLC
Ph: (480) 221-6150
Email: Jessica@upfrontplanning.com

November 2025



1. REQUEST

Upfront Planning & Entitlements, LLC is pleased to submit for your consideration a PAD rezone application for SkyDive Arizona to continue to operate the existing skydive facility and associated commercial and industrial uses for the site since it began in 1991 after moving operations from Coolidge where it started in 1986.

The subject parcels in question are identified as Assessor Parcel Numbers **404-24-003, 004, 005A, 005B, 006, 007, 008, 009, 010A, 012, 013, 014, 015, 016, 017, 021C, 022, 023, 024, 025 and 026D** (the "Property") totaling 62.59 acres located along the east side of the Eloy Airport and north of Shedd Road. The total site is 62.59 acres which includes properties currently zoned I-1 Industrial. The property owner requests a PAD – Planned Area Development for the site to encompass the entire property owned and maintained by SkyDive Arizona in order to provide a cohesive development plan for the continued growth and updates to the site as it draws in more visitors every year. The property is also within the Airport Overlay Zone and Influence Area.

2. BACKGROUND

The property is currently in use and operating since 1986 and has expanded over time to include a restaurant, warehousing, airport hangars and more industrial storage buildings. Skydive Arizona is conveniently located between the Phoenix metro area and Tucson, allowing it to serve people across Arizona. The owners of the company, a married couple, first began their skydiving business as Wild Horse West Parachute Center in northern Phoenix and soon after they purchased Coolidge Parachute Club in 1986 in order to expand. With dreams of building a unified skydiving brand that could serve as a destination for skydivers in Arizona, the owners decided to found SkyDive Arizona. After losing all but one of their fleet of planes in a severe thunderstorm, they have been able to rebuilt fantastically, with a full fleet of 10 planes. In 1990, the City Manager of Eloy discussed with Skydive Arizona the possibility of them taking over 90 acres of available land right next to the Eloy Airport. Construction began and in April of

1991, the new facility opened its doors at Eloy Municipal Airport. Since then, SkyDive Arizona has succeeded in its goals of becoming a destination location, attracting both beginner and experienced skydivers from across the globe. The owners continue investing everything they have into their facility where they host RV storage and a hotel and restaurant. SkyDive Arizona has hosted every major world skydiving competition and host training for flight stunts and military flights.

3. PROPOSAL

The property owner is requesting to rezone the entire owned property into a Light Industrial (I-1) with the Aviation Overlay-2 and Planned Area Development (PAD) overlay zones. The purpose of this application is to allow the property owner to continue to utilize the property in a manner that best plans and determines more suitable uses for the property in a manner that is consistent with the SkyDive Arizona operations, school and plans for future growth of the facility.

The proposed use meets the intended purpose of Airport Overlay Zones and continues the use for industrial and complimentary commercial uses to the industrial area to serve employees and tourists visiting the area for SkyDive Arizona. Current use of this property is specifically for Skydive Arizona operations providing an internationally recognized high quality facility and drop zone as well as training, operations for an indoor skydiving facility as well as storage and maintenance of the planes and parachutes.

Long term vision for the property could include adding more industrial buildings or plane hangars to the site to support the operations of SkyDive Arizona as well as expanding associated tourist uses for expansion of the camping and RV Park, restaurant or lodging facilities for visitors to the facility. SkyDive Arizona wishes to solidify the uses within this PAD to better helping future planning of the site and needs by providing a list of permitted uses for the City as well as their existing and potential future locations within the PAD area. Permitted Uses within the PAD are as follows:

- Aircraft Storage
- Aircraft Repair
- Airport/ Skydiving School
- Airport Landing Pad (Helipad)
- Hotel, motel and hostel
- Recreational Vehicle Park (limited to the locations indicated on the zoning map)
- Dormitories or barracks for aircraft or
- Warehousing
- Offices

Development Standards

	Proposed I-1 PAD OA
Minimum Lot width	100'
Setback; Front	20' ¹
Setback; Rear	15'
Setback; Rear adjacent to residential	50'
Setback; Side	15' ²
Setback; Side adjacent to residential	50' ¹
Setback, Street Side	10'
Maximum Lot Coverage	60%
Maximum Building Height	56' ³

1. Front and side setback for street facing parking areas shall be a minimum of fifteen (15) feet.
2. Zero setbacks are permitted for structures if adjacent structures also have zero setbacks and regulations of the Building Code in force at the time of the review are met.
3. Lower height may be required to comply with the Federal Aviation Administration (FAA) height requirement.

RV Park Development Standards

	Proposed I-1 PAD OA
Minimum RV Space width	16'
Minimum RV Space length	45'
Minimum distance between the RV or detached accessory structures	10'
Minimum RV parking required	One (1) 9' x 20' parking space per eight (8) RV spaces.
Minimum Recreation or Common Area Required per one (1) RV space	None
Setback; Front	20' ¹
Setback; Rear	15'
Setback; Side	15' ²
Setback, Street Side	10'

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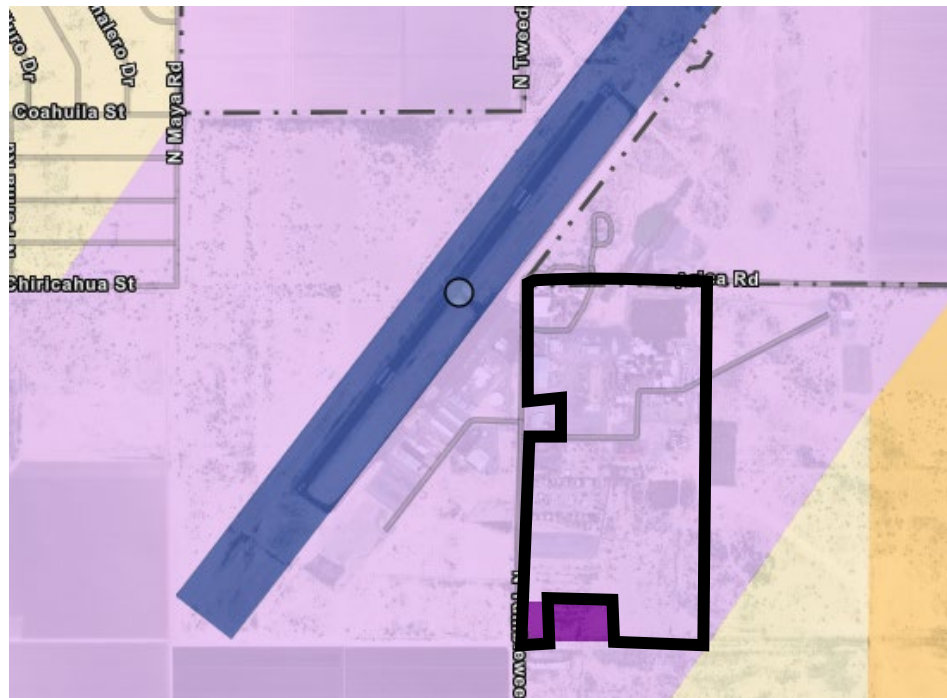
4. RELATIONSHIP TO SURROUNDING PROPERTIES

The surrounding parcels of the property consist of a mix of vacant land, light industrial and commercial parcels. The General Plan Land Use classifications, along with the existing zoning and uses for the parcels adjacent to the property, are listed in the table following:

Adjacent Land Uses

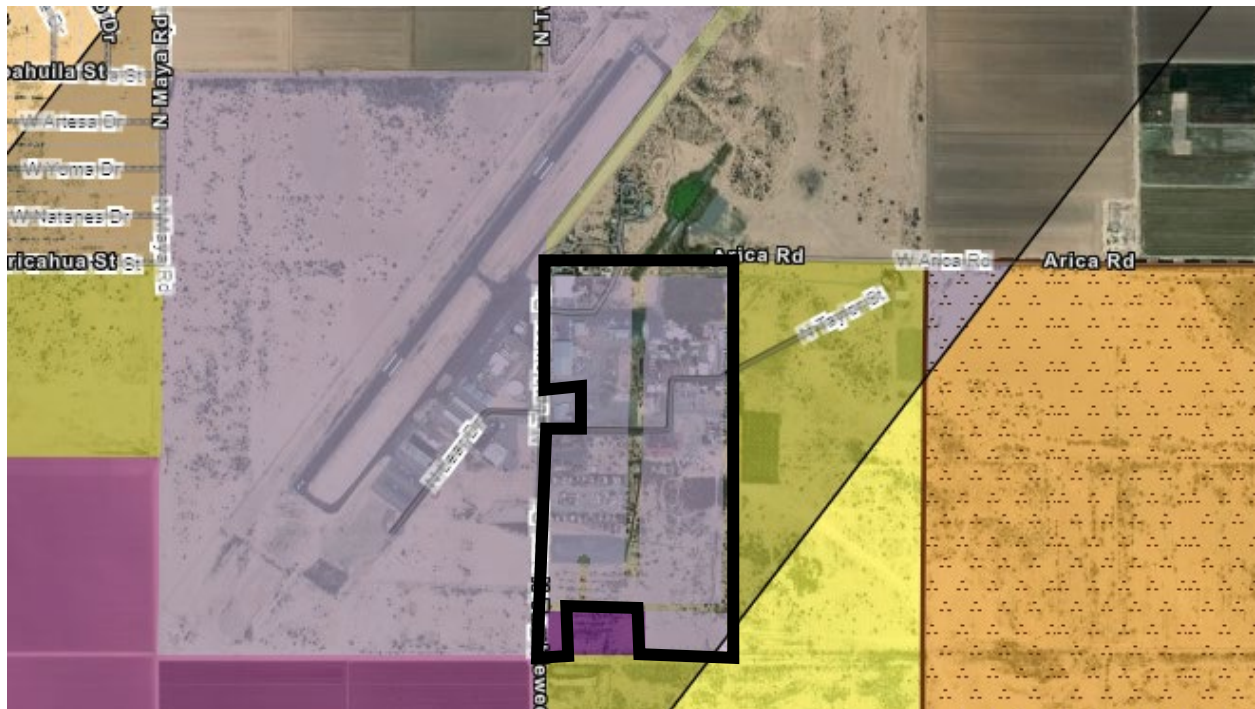
Direction	General Plan Land Use	Existing Zoning	Existing Use
North	Light Industrial	GR (Pinal County)	Airport and skydive related operations and vacant land
East	Light Industrial	R1-6 PAD	Airport and Industrial Airport Uses
South	Light Industrial	R1-43 w/ Airport Overlay	Vacant
West	Light Industrial	I-1 w/ Airport Overlay	Industrial/ Airport

The following image is the Eloy General Plan Land Use Map showing the site as Light Industrial and a portion as General Industrial land uses.



5. ZONING

The existing site is split between I-1, I-2 and R1-43 zoning in Eloy with the Airport Overlay. The following image is the Eloy Zoning map.



6. PHASING

This proposal is to allow the existing uses on site to continue, no new development is proposed at this time, however the owner anticipates that development will occur in the future in line with this proposal as opportunities to add to the site associated with the airport for commercial and industrial uses grow. The applicant anticipates improving the existing site to include a motel, continue to utilize the existing restaurant, RV stalls and expand the SkyDive Arizona facilities as needed for airport functions such as for the drop zone, industrial buildings and aircraft hangers or maintenance facilities. Each use would be submitted individually for permits as they are proposed within the site area.

7. ISSUES FOR CONSIDERATION OF THE ZONING OF THE CITY OF ELOY ZONING ORDINANCE

a. Consistency with the Adopted Eloy General Plan and other adopted Plans

Eloy General Plan

3.10 Economic Prosperity Element

1.10.1 Goals

#2. “Brand Eloy as a prime regional location for business, community growth and capital investment.”

SkyDive Arizona is recognized worldwide as an industry leader in sport skydiving and is proud to call the Eloy Municipal Airport home. Not only do the events held at SkyDive Arizona bring hundreds of visitors to the City of Eloy from across the country and the world, but they also serve as a gateway to the Eloy lifestyle where residents can enjoy year-round sunny skies and ample outdoor recreation. SkyDive Arizona supports the city of Eloy’s goals to create a strong, recognizable brand and a commercial hub by attracting customers who spend their money in Eloy and by supporting local manufacturing in the aviation sports industry.

3.10

Strengths, Weaknesses, Opportunities and Threats (SWOT)

Opportunities: “Leverage relationship with SkyDive Arizona for Eloy tourism”

SkyDive Arizona is the primary tourism driver of Eloy and one of the first things listed as “Things to Do in Eloy” when completing an online search. Leveraging and maintaining the relationship between the City of Eloy and SkyDive Arizona is specifically listed as an economic opportunity in the General Plan. SkyDive Arizona is also interested and invested in this economic relationship as a tourist destination, employer and member of the greater Arizona skydiving community. The success of the City of Eloy, the Eloy Municipal Airport and Eloy’s tourism efforts are a top priority of SkyDive Arizona.

3.10

Specific Economic Prosperity objectives include:

#6. “Support the Eloy Airport as an international skydiving center and future aviation employment center”

SkyDive Arizona is essential to the future of the Eloy Municipal Airport as an international skydiving center and future aviation employment center. The strong brand SkyDive Arizona has curated has solidified Eloy as an international skydiving destination, with state-of-the-art

facilities, the largest drop-zone in the world, and frequent high-profile events. In addition, SkyDive maintains a strong community within aviation, working with Eloy Municipal Airport staff, military training operators, and skydiving professionals from around the world. As SkyDive Arizona expands they have been able to employ more staff and make employment connections with other skydiving facilities.

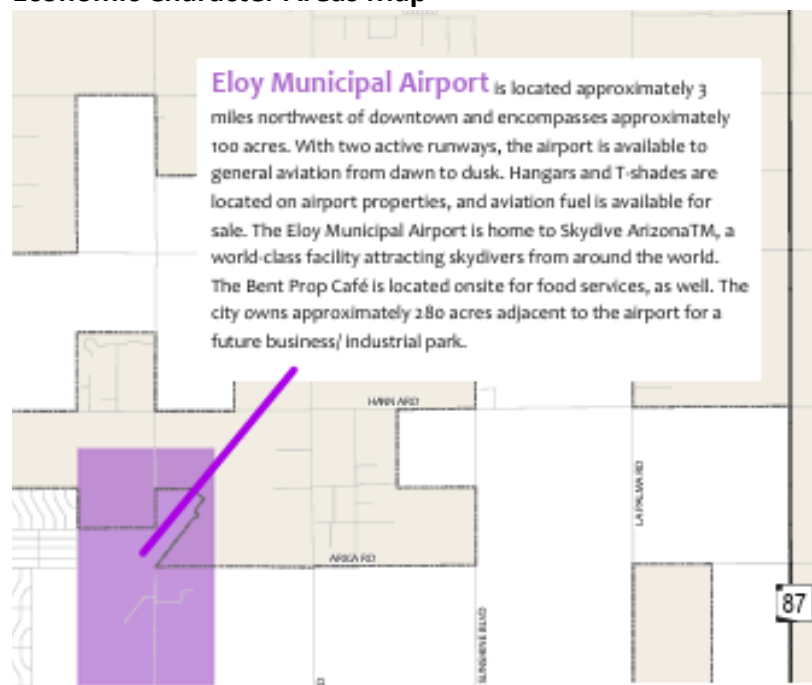
3.10

Objectives

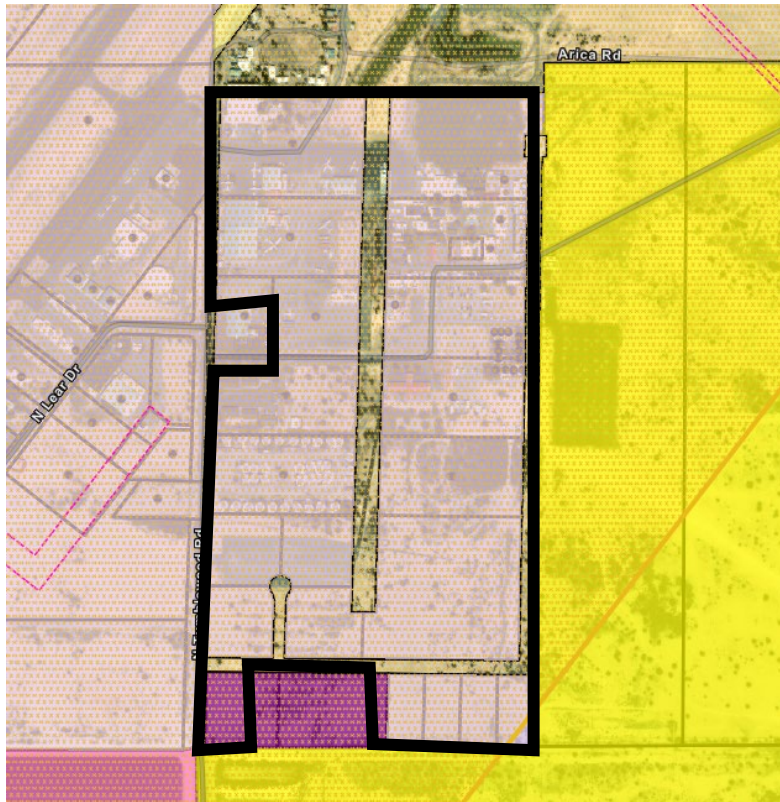
#3. “Create and Adopt a Municipal Airport Specific Plan”

The General Plan, readopted in 2020, included a goal to create and adopt a Municipal Airport Specific Plan which was successfully published in 2024 as the Eloy Municipal Airport Master Plan. The Master Plan was created in 2013 and then updated in 2023-2024. SkyDive is specifically mentioned in the Airport Master Plan at least 50 times. SkyDive Arizona is not only a long-standing feature of the Eloy Municipal Airport, but it is also a critical facility that owns and operates the airport’s fuel facilities.

Economic Character Areas Map



- b. *Compatibility with the existing zoning and conforming uses of nearby property and with the character of the neighborhood*



Current Use

The entirety of the site is located within the industrial land use categories. The majority is located within the Light Industrial while a small portion is within the General Industrial Category. The site supports also the airport growth area within the General Plan as this site is directly related to airport uses and supports the further growth of the airport area with commerce and accessory uses and a major user and economic driver for the area with the SkyDive Arizona facility.

SkyDive Arizona is perfectly compatible with the surrounding land use, zoning and character of the area. The operation has been located at the site of and in collaboration with the Eloy Municipal Airport since 1991. It is located within the airport area of influence which makes the Light Industrial Zoning with a PAD and Aviation Overlay well suited to provide a framework for current uses and future growth. The supporting tourist facilities on site including lodging and a restaurant provide further incentives for economic activity in the area.

Future Growth

Skydive Arizona for which this PAD is being requested is specifically mentioned in the Eloy General Plan Airport Growth area as a high economic driver and use. This request further solidifies the use and the accessory uses for the site thus drawing more certainty and confidence in this area to further grow and have others invest in this growth area.

3.3 Growth Areas Element

#3. “Promote commercial, employment and industrial development at identified Growth Area nodes.”

This expansion is occurring within the second identified Growth Area node called the Airport Area. This project supports the economic development of this node in the General Plan.

Identify which goals that application is not consistent with.

The proposed project is consistent with the Eloy General Plan Element Goals in multiple elements and there this site has no implications where it is inconsistent.

c. Suitability of the subject property for uses permitted by the proposed zoning district;

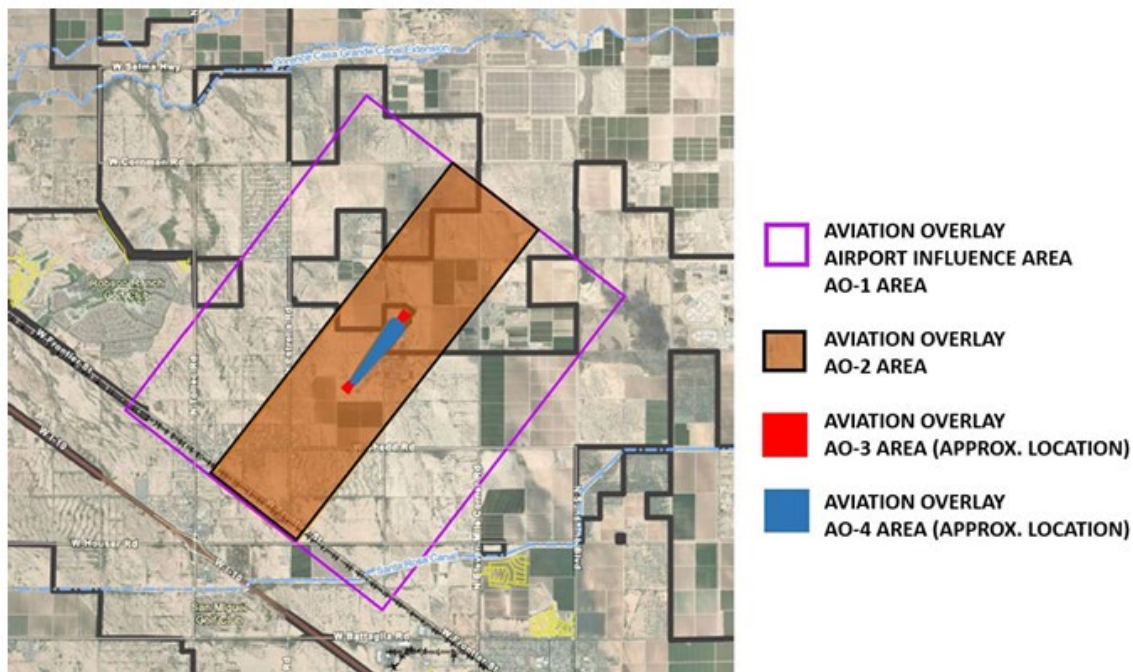
City of Eloy Zoning Ordinance, Chapter 21 Zoning

21-2-7.16: Permitted Uses [Airport Overlay Sectors]

A. The following airport uses shall also be permitted within the Aviation Overlay District:

1. Airport structures and facilities that are necessary for the operation of the Eloy Municipal Airport and for the control of air traffic therefrom.

SkyDive Arizona owns, operates and maintains the fuel storage and facilities on site of the Eloy Municipal Airport. This makes SkyDive Arizona necessary for the operation of the Eloy Municipal Airport.



The property of SkyDive Arizona is located within the Aviation Overlay AO-2 Area. In the Permitted Uses table for Aviation Overlay zones, uses permitted by right in Industrial Districts are allowed.

The PAD and the AO-2 Aviation Overlay will allow SkyDive Arizona to operate continue their existing operations as well as additional uses such as a restaurant and tourist RV lodging which were previously allowed under a use permit.

d. Suitability of the subject property for uses permitted by the existing district; and

The site is currently zoned I-1 and I-2 and has existing industrial uses as an aircraft hangar, skydiving facility and fuel storage. The addition of a PAD and AO-2 would allow for existing uses to continue as well as additional uses allowed under the PAD and Overlay that would support economic growth and activity.

e. Availability of sewer and water facilities.

There is no sewer or water connections on the property. All facilities, including those meant to support RV lodging, are using wells and septic. This has been how the facility has operated from the beginning of operation and there have been no issues.

8. PAD's CRITERIA OF SECTION 21-2-7.5 OF THE CITY OF ELOY ZONING ORDINANCE

A PAD District may be approved only when the City Council determines that the proposed PAD would result in a greater benefit to the City as a whole than would development under conventional zoning district regulations and would not adversely affect the existing and/or future permissible uses of adjacent properties. Such greater benefit may include implementation of adopted planning policies/design standards, natural resource preservation/conservation, enhanced provision of utilities, urban design, neighborhood/community amenities or an overall level of increased development quality.

This proposal does not increase the intensity of the area and is in line with the Eloy General Plan and proposed uses for the site and surrounding area which further supports the City's economic growth and land development goals.

The proposal requests to follow the underlying Industrial zoning I-1 zoning development standards with one minor height deviation as long as it confirms with the FAA guidelines and requirements of an airport influence area. The PAD is requested due to the unique nature of the site and the variety of uses it provides to support not only SkyDive Arizona but also the commercial airport use with a restaurant, motel, warehousing, office and more. The PAD confirms the developments investment in expanding the economic opportunities around the airport area and will further encourage new economic opportunities into the area and support the desired expansion of the City of Eloy Municipal Airport. This PAD provides the area and the City of Eloy a specific detail of these proposed locations and documents the uses which have been in place and allows for complimentary expansion of those uses consistent with the Economic Prosperity and Growth Area Elements and the Airport Overlay area.

Identify steps that will be taken to minimize any potential or foreseen negative impacts to adjacent property owners.

The site is surrounded by industrial uses and has been in place since 1991 and been acquiring properties adjacent to ensure the ability to minimize incompatible uses going in adjacent to the

site. The property owners own adjacent vacant property to the site to ensure adequate buffers are maintained and impacts are mitigated to adjacent properties.

9. DRAINAGE

Drainage for the site is retained onsite while also allowing offsite flow to continue on through the site. An updated existing conditions drainage report has been submitted as part of this PAD.

Much of the area has been graded since its inception and use as an airport. The applicant anticipates that development will occur over time as opportunities to add to the site uses associated with the airport for commercial and industrial uses grow. The applicant anticipates improving the existing hotel, continue to utilize the existing restaurant, utilize the RV stalls and expand the SkyDive Arizona facilities as needed for airport functions such as for the drop zone, industrial buildings and aircraft hangers or maintenance facilities. Each use has been submitted individually for permits and drainage plan review as they are proposed within the PAD site.

10. COMMUNITY FACILITIES AND SERVICES

The property is within the Eloy Elementary School District. This project is not anticipated to generate any demand for the school district.

11. PUBLIC UTILITIES AND SERVICES

Sewer – Septic Services

Water – Well

Power – Arizona Public Service

12. CONCLUSION

The proposed PAD rezone will allow this site to identify with the current uses and Land Use designations set forth by the City of Eloy and will be used to its highest and best use for continued national notoriety among skydiving groups and long-term economic growth for the airport and Eloy.





PAD DEVELOPMENT PLAN FOR PZPAD 2025-003

I. Governing Provisions of the PAD

The purpose of the Planned Area Development Overlay (PAD) zoning district is to allow property owners enhanced flexibility in applying land uses and development standards, enabling a more creative approach to land use planning.

- Where this PAD is silent on a topic, the Zoning Ordinance shall govern. Where there is a conflict between this PAD and the Zoning Ordinance, the PAD shall govern

II. Land Uses

A. In addition to the uses of the Light Industrial (I-1) zone, as amended, the following uses are allowed in the PAD:

1. RV Park
2. Hotel or motel

III. Development Standards

A. This PAD shall not be required to provide a minimum of fifteen percent (15%) of the net subject property acreage as Open Space Conservation (OSC) and/or Open Space Recreation (OSR) specified in Section 21-2-7.3 of the Zoning Ordinance.

B. The Development Standards of the tables below and the Zoning Ordinances Article IV. General Development Regulations, shall apply.

Development other than an RV Park

	Proposed I-1 PAD
Minimum Lot width	100'
Setback; Front	20' ¹
Setback; Rear	15'
Setback; Rear adjacent to residential	50'
Setback; Side	15' ²
Setback; Side adjacent to residential	50' ¹
Setback, Street Side	10'
Maximum Lot Coverage	60%
Maximum Building Height	56' ³

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Minimum RV Space width	16'
Minimum RV Space length	45'
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Minimum RV parking required	One (1) 9' x 20' parking space per eight (8) RV spaces.
Minimum Recreation or Common Area Required per one (1) RV space	None
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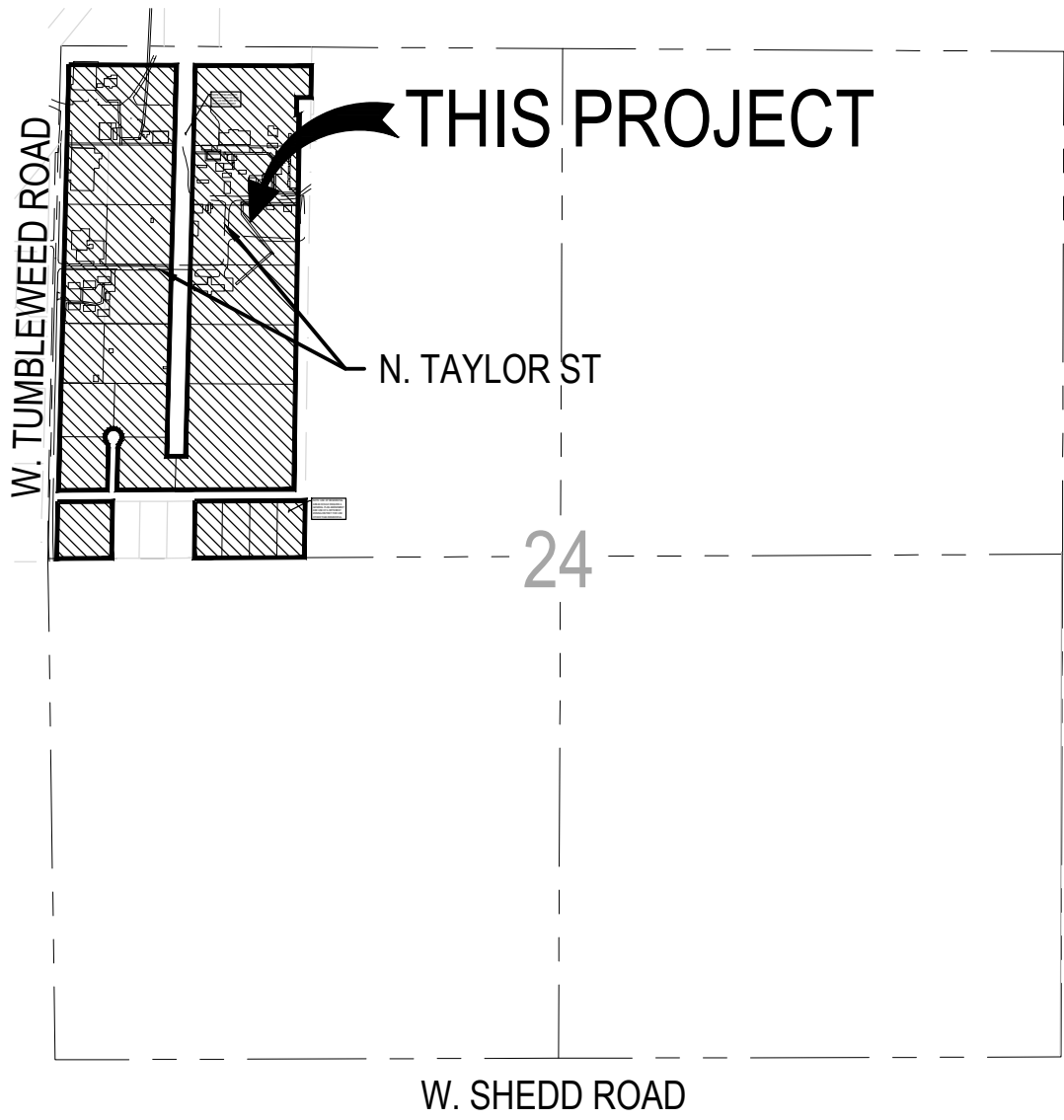
Case No.: RZPAD2025-003
Staff Date: 12/17/2025

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SUITE 1600
PHONE: (602) 690-7527
CONTACT: RAMZI GEORGES, P.E.
EMAIL:RGEORGES@ATWELL-GROUP.COM

OWNER
SKYDIVE ARIZONA
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ELOY, AZ 85131
PHONE: (520) 466-3753
CONTACT: SHAWN HILL
EMAIL:SHAWN@SKYDIVEAZ.COM

PLANNING CONSULTANT
UPFRONT PLANNING & ENTITLEMENTS, LLC
1811 S. ALMA SCHOOL RD #283
MESA, AZ 85210
PH: 480-221-6150
CONTACT: JESSICA SARKISSIAN, AICP, LEED AP
JESSICA@UPFRONTPLANNING.COM

PROPOSED PAD/ZONING
SHALL COMPLY WITH THE
AIRPORT MASTER PLAN



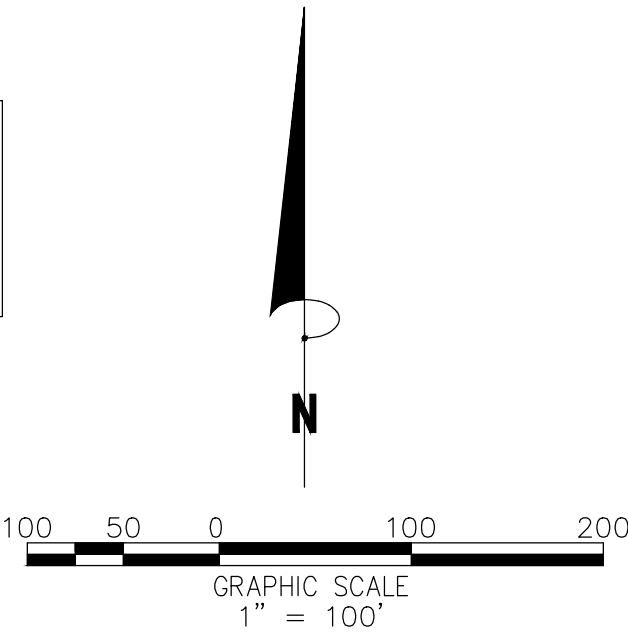
VICINITY MAP
SCALE: N.T.S.
SEC. 24, T7S, R7E

LEGEND

- AIRPORT (46.25 TOTAL AC)
- MOTEL (4.09 TOTAL AC)
- RV PARK (12.26 TOTAL AC)

GROSS ACREAGE = 62.6 AC

SITE DATA				
ASSESSOR NUMBER	LOT	AREA (ACRES)	EXISTING ZONING	PROPOSED ZONING
404-24-0030	1	5.50	AIRPLANE STORAGE	PAD
404-24-0040	2	5.57	AIRPLANE STORAGE	PAD
404-24-005A	3	3.78	SCHOOL	PAD
404-24-005B	3	0.24	SKYDIVING	PAD
404-24-0060	4	4.09	AIRPLANE STORAGE	PAD
404-24-0070	5	2.50	AIRPORT LANDING PAD & AIRPLANE STORAGE	PAD
404-24-0080	6	4.05	AIRPORT PARKING & RESTAURANT	PAD
404-24-0090	7	4.07	RV PARK & BARRACKS	PAD
404-24-010A	8	4.09	MOTEL & RV PARK	PAD
404-24-026D	9	4.09	RV PARK	PAD
404-24-0120	10	4.10	RV PARK	PAD
404-24-0130	11	7.52	AIRPLANE STORAGE	PAD
404-24-0140	12	1.80	AIRPLANE STORAGE	PAD
404-24-0150	13	1.80	AIRPLANE STORAGE	PAD
404-24-0160	14	1.60	AIRPLANE STORAGE	PAD
404-24-0170	15	1.80	AIRPLANE STORAGE	PAD
404-24-021C	16	1.99	AIRPLANE STORAGE	PAD
404-24-0220	20	1.00	AIRPLANE STORAGE	PAD
404-24-0230	21	1.00	AIRPLANE STORAGE	PAD
404-24-0240	22	1.00	AIRPLANE STORAGE	PAD
404-24-0250	23	1.00	AIRPLANE STORAGE	PAD



Case No.: RZPAD2025-003
Staff Date: 12/17/2025

ZONING USE EXHIBIT

ENG: BB

DATE

CHK

ENG DWN

DESCRIPTION

REV

SECTIONS: 24

TOWN: 07S, RANGE: 07E

ELOY ARIZONA

PINAL COUNTY, AZ

Know what's below. Call before you dig.

THE LOCATION OF ANY UTILITIES, INCLUDING BUT NOT LIMITED TO, WATER, GAS, ELECTRIC, AND TELEPHONE LINES, IS NOT GUARANTEED BY ANY AGENCY. THE USER OF THIS INFORMATION SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ANY UTILITIES PRIOR TO ANY CONSTRUCTION OR EXCAVATION WORK.

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DATE: APRIL 2025

SCALE

DRAWING

EXHIBIT A

REV

ST

REC

EXP

ATWELL

866.850.4200 www.atwell.com

4900 N. SCOTTSDALE RD., SUITE 1600

SCOTTSDALE, AZ 85251

480.218.6531

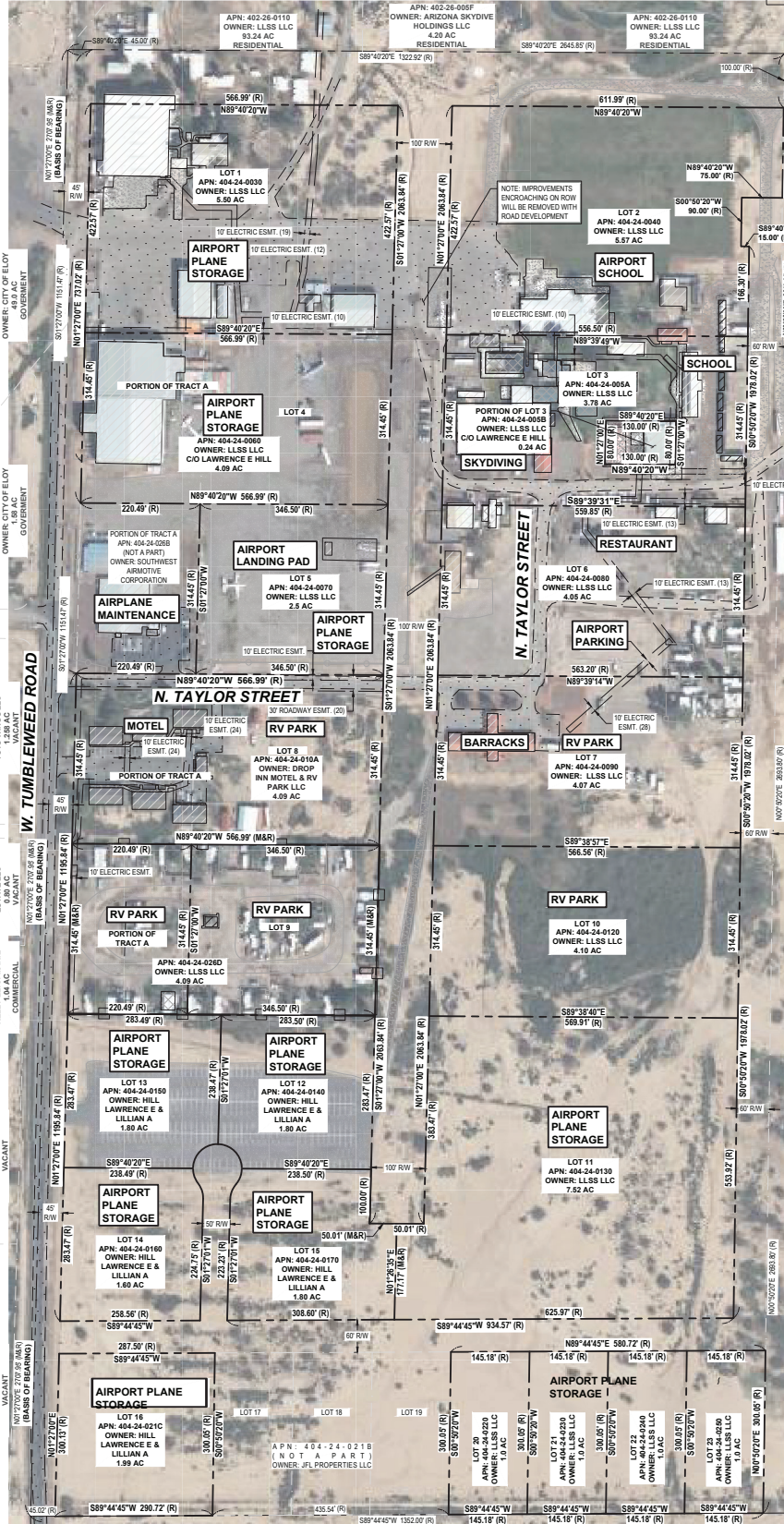
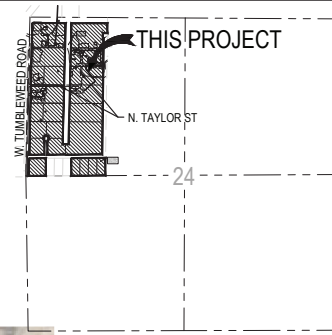
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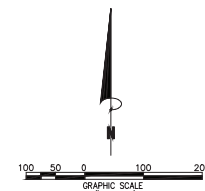
Case No.: RZPAD2025-003

Staff Date: 12/17/2025



LEGEND
AIRPORT (46.25 TOTAL AC)
MOTEL (4.09 TOTAL AC)
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404-24-0250	23	1.00	AIRPLANE STORAGE	PAD



ZONING USE EXHIBIT
SKYDIVE ZONING EXHIBIT

ENG: BB
DATE: APRIL 2025
CHK: BB
APP: BB
SCALE: 1" = 100'

DESCRIPTION
REV
SECTIONS: 24
TOWN: O'S RANGE, OTE
ELOY, ARIZONA
PINAL COUNTY, AZ

NOTES
1. THIS PROJECT IS A SUBMITTAL TO THE PINAL COUNTY BOARD OF SUPERVISORS FOR REVIEW AND APPROVAL. THE BOARD OF SUPERVISORS WILL HOLD A PUBLIC HEARING ON THIS PROJECT AT THE NEXT REGULAR MEETING OF THE BOARD OF SUPERVISORS. THE PROJECT WILL BE CONSIDERED FOR APPROVAL AT THAT TIME. ANY CHANGES TO THE PROJECT WILL BE CONSIDERED A NEW SUBMITTAL.

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**CITIZEN NEIGHBORHOOD REVIEW REPORT
FOR
PLANNED AREA DEVELOPMENT (PAD) REQUEST AT:
*SKYDIVE ARIZONA***

CASE NO. PZPAD2025-003



Citizen Neighborhood Review Report

Brief Description: The purpose of this Citizen Neighborhood Review Report is to provide the results of the CPP Citizen Participation Process which the goal was to inform citizens, property owners, neighborhood associations, agencies, schools and businesses near the 62.75 -acre project site regarding an application to maintain the Light Industrial (I-1) and Aviation Overlay Zones and apply the Planned Area Development (PAD) over the entire property. The purpose of this application is to provide a cohesive development plan for the continued growth and updates to the site for Skydive Arizona as it continues its increasingly popular operation.

This Citizen Participation Plan ensured that those affected by this application have had an adequate opportunity to learn about and comment on the proposal.

Notification Letter: The attached Letter was mailed out to all those listed within the 300-foot buffer area attached. No letters were returned undeliverable and we held an online virtual neighborhood meeting.

Parties Affected by Application: The properties surrounding the site are a mix of vacant land, light industrial, and commercial parcels, including the adjacent airport to the north.

Notification and Information Procedures: The outreach area is a 300-foot notification buffer as well as 2 signs were posted on site and adjacent to ensure better public visibility.

One phone call inquiry from the property owner directly to the south who wished to ask about the project and what the proposal was for and confirm it was not his site being rezoned. After speaking with the owner, he had no concerns about the project and noted he would not be attending the in-person meeting.

The format of the neighborhood meeting was an in person open house presentation. This format allows all participants, including applicants, citizens, and staff, to hear the proposal, comments and questions on the proposal and the applicant's responses. Upfront Planning conducted the neighborhood meeting on November 13, 2025 at 6:00 PM on site and had 10 people sign in. Most participants were related to the owners with a few patrons from the restaurant it was held at. No one had any concerns or questions.

Anyone interested in and potentially affected by this application has been provided an opportunity to express any concerns, issues or problems and they have been notified in advance of the public process through phone, email, or mail with the applicant and City.

Notification Information:

- Notification Area Map – (Attached) Property Owners within 300 ft.
- Date of Notice Sent – October 30, 2025.

Draft Schedule for Completion:

Submittal of Public Participation Plan – August 2, 2025

Neighborhood Meeting – November 13, 2025

Submittal of Public Involvement Final Report – November 14, 2025

Attached:

Notification Area Map

Notification Area Addresses

Notification Letter

Photos from Neighborhood Meeting and Sign-In Sheet

SkyDive Arizona PAD AO Overlay: PZPAD2025-003

Neighborhood Meeting Sign-In Sheet

Thursday, November 13, 2025; 6:00 pm

4828 N Taylor Street, Eloy, AZ

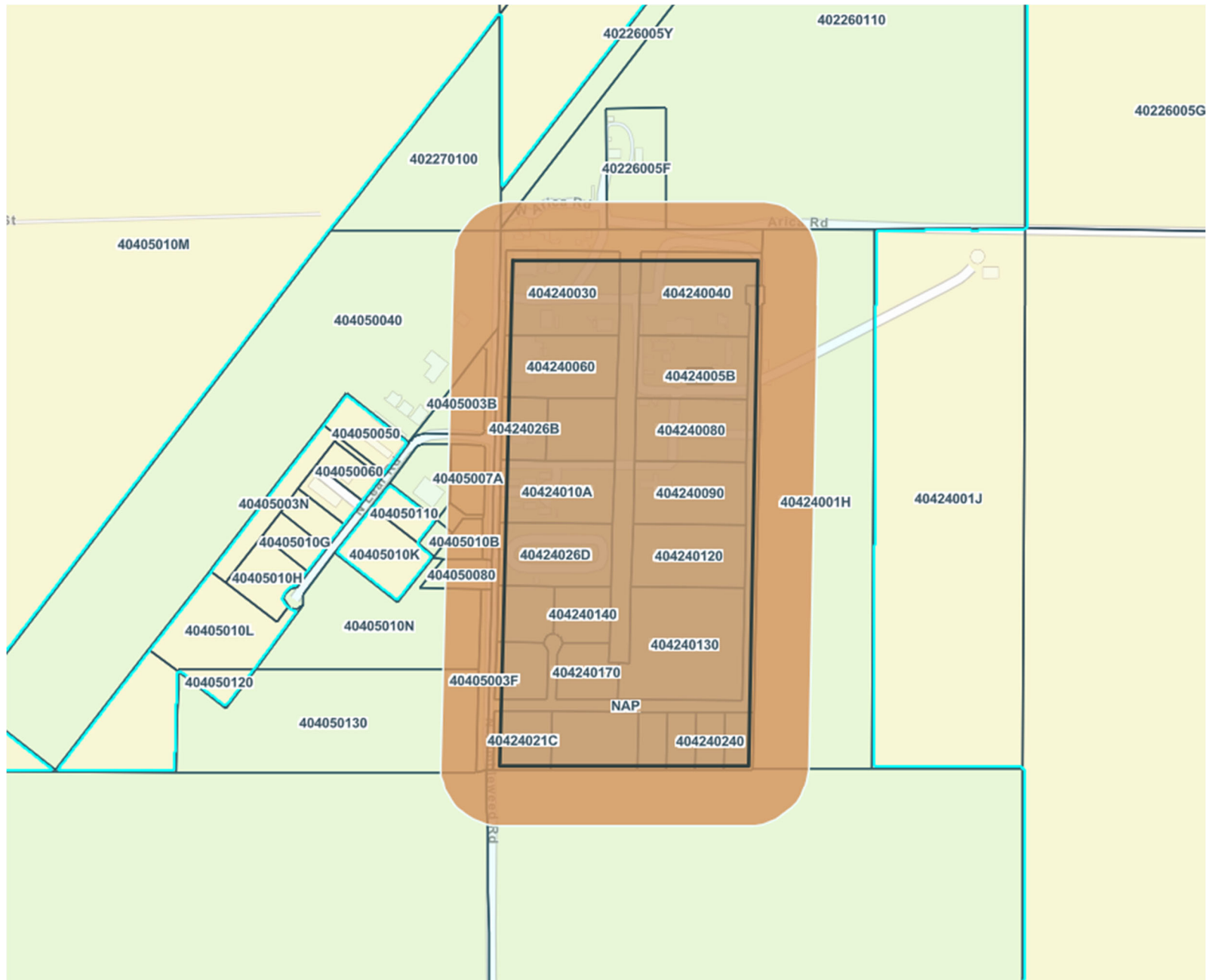
NAME	ADDRESS	PHONE	EMAIL
Jessica Sarkissian	Upfront Planning & Entitlements, LLC		Jessica@upfrontplanning.com
Elizabeth Ybarra	1791 N agave st Casagrande AZ	520-610-4934	Liz Ybarra14@gmail.com
Wendee Hill	4900 N. Taylor St Eloy AZ 85131	520 330 328 7539	
Harley Salazar	3710 N Algodon Dr ^{Eloy AZ} 85131	330 338 0054	
Kyle Laffasick	3940 N Kilauea Dr ^{Eloy AZ} 85131	505 385 6561	KyleLaffasick@gmail.com
David Salazar	3710 N Algodon Dr, Eloy, AZ 85131	(520) 483-4358	david.j.salazar98@gmail.com
Stephen Hill	10614 W. LINES LN CASAGRANDE	520 251 0440	
Shawn Hill	12617 W Waverly Dr. Casagrande	820 251 0357	Shawn@skydiveaz.com
Dawson Hatfield	4900 N Taylor St Eloy AZ, 85131	602-471-6392	dawshatfield@gmail.com
Gregory Robertson	44 Round Mountain Rd, Silver City, NM ⁸⁸⁰⁶¹	575-313-0232	arby 396@hotmail.com
Steve Cooper	3935 N. BANDERIER DRIVE ^{Eloy AZ}	520-213-3918	FONKY GOOD@HOTMAIL.COM

Citizen Neighborhood Review Report

Neighborhood Meeting Photos:



300' Buffer Area



PARCEL ID	Owner	Address	City
NAP			
404240020	BELLAMAK CATHERINE TR	8151 E INDIAN BEND RD STE 111	SCOTTSDALE , AZ 85250-0482
404240250	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
404240240	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
404240230	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
404240220	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
40424021B	JFL PROPERTIES LLC	15201 N 71ST DR	PEORIA , AZ 85381-1445
40424021C	HILL LAWRENCE E & LILLIAN A	5100 N TUMBLEWEED RD	ELOY , AZ 85131-1979
404240170	HILL LAWRENCE E & LILLIAN A	5100 N TUMBLEWEED RD	ELOY , AZ 85131-1979
404240160	HILL LAWRENCE E & LILLIAN A	5100 N TUMBLEWEED RD	ELOY , AZ 85131-1979
40405003F	TOLTEC AIRPARK LLC	3539 E HIALEA CT	PHOENIX , AZ 85044-4342
404240130	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
404240140	HILL LAWRENCE E & LILLIAN A	5100 N TUMBLEWEED RD	ELOY , AZ 85131-1979
404240150	HILL LAWRENCE E & LILLIAN A	5100 N TUMBLEWEED RD	ELOY , AZ 85131-1979
404050080	ALLEN GEORGE JOHN JR & KELLY LEAH MA	1223 W LYNN LN	CASA GRANDE , AZ 85194-4841
404240120	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
40424026D	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
40405010C	VROOM DAVID H & MARSHA L TRUSTEES	1501 W COMANCHE WAY	TUCSON , AZ 85755-5944
40405010B	ALLEN GEORGE JOHN JR & KELLY LEAH MA	1223 W LYNN LN	CASA GRANDE , AZ 85194-4841
40405010D	HANGAR OF TOYS WINGS LLC	4735 N LEAR RD	ELOY , AZ 85131-1971
40405009B	CITY OF ELOY	595 N C ST STE 104	ELOY , AZ 85131-1255
404240090	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-1979
40424010A	DROP INN MOTEL & RV PARK LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-1979
40405007A	HANGAR OF TOYS WINGS LLC	4735 N LEAR RD	ELOY , AZ 85131-1971
40405007B	HANGAR OF TOYS WINGS LLC	4735 N LEAR RD	ELOY , AZ 85131-1971
404240080	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
404240070	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
40424026B	SOUTHWEST AIRMOTIVE CORPORATION	4801 N TUMBLEWEED RD	ELOY , AZ 85131-1944
40424005B	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
40405003B	CITY OF ELOY	595 N C ST STE 104	ELOY , AZ 85131-1255
40424005A	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-1979
404240060	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
40405003U	CITY OF ELOY	595 N C ST STE 104	ELOY , AZ 85131-1255
404240040	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
404240030	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-8513
404050040	CITY OF ELOY	595 N C ST STE 104	ELOY , AZ 85131-1255
40424001H	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-1979
40226005F	ARIZONA SKYDIVE HOLDINGS LLC	MAIL RETURN	, -
402270100	CITY OF ELOY	MAIL RETURN	, -
404050130	TOLTEC AIRPARK LLC	PO BOX 11790	CHANDLER , AZ 85248-8001
40405010N	TOLTEC AIRPARK LLC	PO BOX 11790	CHANDLER , AZ 85248-8001
40226005Y	CITY OF ELOY	595 N C ST STE 104	ELOY , AZ 85131-1255
402260110	LLSS LLC	5100 N TUMBLEWEED RD	ELOY , AZ 85131-1979

Conditions of Approval for Zoning Map Amendment:

Case No. RZPAD2025-003

Skydive Arizona

These stipulations are in order to protect the public health, safety, and welfare of the City of Eloy.

SITE DEVELOPMENT

1. **CONFORMANCE TO DEVELOPMENT PLAN.** The development of the property shall conform to the development plan entitled, "Skydive Arizona Eloy PAD Development Plan for PZPAD2025-003", with a City Staff date of December 17, 2025, and attached to the January 12, 2026 City Council Report, except as required by the Eloy Code, and the Conditions of Approval herein. Any proposed significant deviation to the development of the property, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning and Zoning Commission and City Council. Where there is a conflict between the Rezoning Application Narrative and its exhibits and these stipulations, these stipulations shall prevail.
2. **CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS.** The development shall conform to the amended development standards outlined in the Development Plan. Any change to the development standards shall be subject to additional public hearings before the Planning and Zoning Commission and City Council.
3. **USE LOCATIONS.** The RV Park and Hotel/Motel uses shall be limited to the locations identified on the Zoning Use Exhibit included as part of the Development Plan.
4. **INFRASTRUCTURE IMPROVEMENTS.** With new development or redevelopment of the property, the owner/developer shall construct all water, wastewater, street, and drainage improvements necessary to service the development as determined by the City Engineer.
5. **STANDARDS OF IMPROVEMENTS.** With the development of the property, all required infrastructure improvements shall be constructed in accordance with the most recent Eloy City Code, Details and the applicable Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction at the time of development.
6. **CONSTRUCTION COMPLETED.** Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, or Final Inspection, whichever is first, for the applicable phase of development property, the property owner shall complete all the infrastructure and improvements required by the Eloy City Code, these stipulations, and the City Engineer.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.A.**

Date: **12/17/2025**

Date submitted:
12/13/2025

Action: Other

**Subject: General Plan Update -
Mapping the Future Outreach
Summary**

Date requested:
12/17/2025

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission receive public comment, and discuss, ask questions, and provide feedback to the staff and the City's consultant on the General Plan Update Mapping the Future Outreach Summary.

DISCUSSION:

The City of Eloy took a bold step toward shaping its future by launching an update to its General Plan in February 2025. From March through November 2025, staff and consultants facilitated a range of outreach activities—including online questionnaires, in-person events, stakeholder listening sessions, and workshops—to gather community input. Since the General Plan progress update to the City Council on September 25, 2025, staff and consultant efforts have focused on the "Mapping the Future" community outreach process to obtain feedback on the aspirational statements previously presented to the City Council, the drafted goals associated with the statements, future land use categories, and the conceptual future land use map. Aimed at increasing awareness and participation in shaping the City's long-term growth and public services, the Mapping the Future outreach efforts included four community events, two in-person workshops, a virtual workshop available from October 24, 2025, to November 23, 2025, and several additional listening sessions. So far, 3,902 people have reviewed and have been engaged in the General Plan update process to provide feedback. Attached is a summary of the outreach efforts.

Below is the conceptual General Plan Vision Statement, plan elements and their associated aspirational statements and goals that were presented to the public.

General Plan Community Vision Statement:

- Eloy is growing with purpose—rooted in history, guided by community pride, and focused on improving the quality of life for all. As we develop and revitalize our neighborhoods, strengthen our economy, and invest in infrastructure, we will remain a city that honors its small-town charm while embracing opportunity.

Purposeful Growth Element

- **Aspirational Statement:** Eloy will guide purposeful growth by balancing development and preservation to maintain its small-town character, support revitalization, encourage compatible development, and protect the desert views and open spaces that define its identity.
 - Goal: Encourage a diversity of land uses to provide for a balanced and resilient community.
 - Goal: Promote development, including the revitalization of the downtown area, to ensure efficient use of existing and proposed infrastructure, coordinated land use patterns, and retention of small-town character.
 - Goal: Protect and maintain viewsheds and open space.
 - Goal: Coordinate with surrounding jurisdictions on planning and development issues.

Prosperous Economy Element

- **Aspirational Statement:** Eloy envisions a thriving community where economic opportunity is within reach for everyone. This will be cultivated by supporting a diverse and vibrant economy that provides opportunities for business growth, housing, and job creation.
 - Goal: Retain and attract quality employers for a diverse range of employment opportunities to support a vibrant local economy.
 - Goal: Encourage a diverse range of new housing types and commercial options and foster redevelopment, rehabilitation, and adaptive reuse of housing, neighborhoods, and commercial buildings.
 - Goal: Sustain and Strengthen Neighborhoods through preservation activities.
 - Goal: Prioritize strategic public investments and public-private partnerships to support economic growth and stimulate job creation.
 - Goal: Implement economic development and monetary strategies that mutually reinforce the financial prosperity of the city and the community.

Balanced Environment Element

- **Aspirational Statement:** Eloy will preserve and enhance its natural beauty and open space through an interconnected network of parks, trails, paths, and recreational spaces. We envision a healthy, outdoor-focused community where residents enjoy the desert environment and celebrate the City's heritage.

- Goal: Elevate the quality of life of all residents by enhancing, connecting, promoting, and expanding: high-quality parks, paths and trails, cultural and recreational programs, and active and passive open spaces.
- Goal: Protect native vegetation and sustain essential natural habitats within the desert ecosystem.
- Goal: Maintain local and regional air and water quality, promote water conservation, and reduce or mitigate environmental hazards and development in environmentally sensitive or high-risk areas.

Resilient Infrastructure Element

- **Aspirational Statement:** Eloy will invest in strategic, reliable infrastructure that keeps pace with growth— delivering safe roads, efficient public services, and sustainable water systems. Through thoughtful planning and equitable investment, we will support both new development and long-standing neighborhoods with modern, resilient facilities.
 - Goal: Maintain, improve, and enhance efficient and functional circulation through multimodal street design, optimized signal spacing, and coordinated access management.
 - Goal: Support anticipated growth by maintaining and modernizing existing public facilities and services, strategic planning for long-term capacity needs, and locating new facilities to accommodate future necessities.
 - Goal: Ensure that new development pays its fair share so that it does not burden existing residents and ensures cost-effective service delivery and mitigation of public infrastructure and facilities impacts.

In addition to the information above, the conceptual Future Land Use Map and land use category descriptions were provided to the public for comment (Attachment 2). The most significant modifications to the Future Land Use Map include:

- Consolidating the existing five residential land use categories into the three;
- Consolidating the master planned communities' land use designations under the Planned Community Area designation
- Consolidating the Downtown area under a single land use designation of mixed-use, and
- Renaming the Industrial land use designations to employment, and commercial designations to commerce.

On December 17, 2025, a representative from the City's consultant for the General Plan will provide a summary presentation of the General Plan Update vision process and the results of the community input.

FISCAL IMPACT:

No fiscal impact is anticipated from this item.



Mapping the Future

December 2025

General Plan Update



Community Events & Engagement September 10 – December 1, 2025

Event	Date	Format	Number Engaged
Fiestas Patrias	September 12-13, 2025	In-Person	181
Listening Sessions (during this phase)	September 10 – December 1, 2025	Virtual	7
City Council Visioning Summary Update	September 22, 2025	In-Person	21
Getting Arizona Involved in Neighborhoods (G.A.I.N.)	October 15, 2025	In-Person	140
Workshop #2 – Mapping the Future	October 18, 2025	In-Person, Robson Ranch	41
Workshop #2 – Mapping the Future	October 22, 2025	In-Person, City Hall	43
Questionnaire #3 & Virtual Workshop #2	October 24 – November 23, 2025	Online	30
Eloy GLOW	November 8, 2025	In-Person	196
Family Bingo Night	November 12, 2025	In-Person	26

3,902 The total number of individual engagements during the
Eloy General Plan update process to date!

General Plan Update



Community Drop-In Events



Attendees

Drop-in events help educate the community about the GPU with activities, informational materials and project branded giveaways.

The events have increased the community's awareness of the GPU and their critical role in the process.

Fiestas Patrias

181



Getting Arizona Involved in
Neighborhoods (GAIN)

140



Eloy GLOW

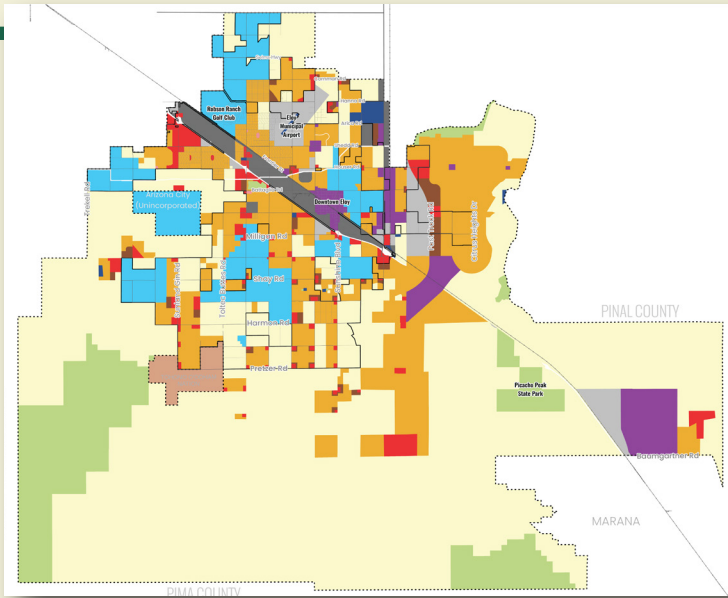
196



General Plan Update



Mapping the Future Workshops



Two in-person community workshop sessions and one virtual workshop were conducted in Phase 2 of the General Plan Update. Workshops focused on future land use mapping categories and place types. Vision and aspirational statements as well as goals were reconfirmed at the workshops.

A future land use map is a planning tool that shows how land is intended to be developed or preserved in the future. Future land use categories describe the types of uses depicted on the future land use map. All future rezonings must be consistent with the community driven future land use designations.

The future land use mapping exercises provided an opportunity for participants to identify what land uses were desirable in certain areas.

All workshop materials were provided in both English and Spanish.

City Hall 43



Mapping the Future WORKSHOPS:

October 18, 2025 | Robson Ranch
October 22, 2025 | Eloy City Hall
October 24 – November 23, 2025
Virtual Workshop

General Plan Update



Imagining Future Land Use Placetypes

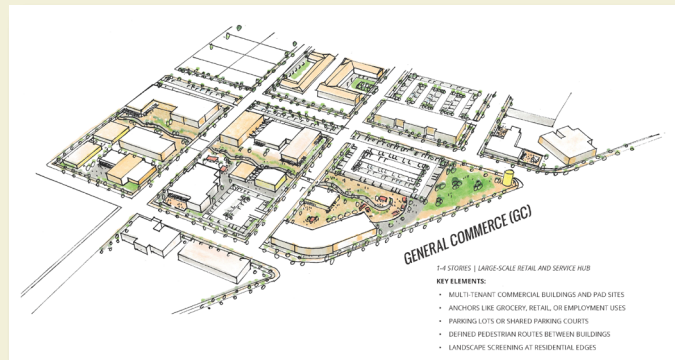
Placetypes support future land uses by depicting conceptual development that may occur. Placetypes generally describe the different areas in a community—such as neighborhoods, commercial centers, or mixed-use districts. They help guide how places should look, feel, and grow.

Conceptual Placetypes:



Workshop Comments:

- All abilities recreation
- Parks – ADA accessible
- More street lighting with sidewalks (not just on main?)
- Sidewalks + Curbs
- Playgrounds + Dog parks



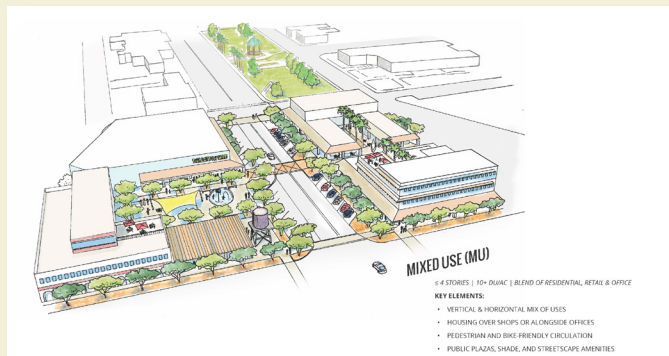
- Excellent plan
- Low income apartments
- Senior center
- Grocery store

These conceptual illustrations of future land use categories and intensities were vetted through the public engagement process. Participants had opportunities to share their thoughts and provide input. These illustrations will be utilized in the Mobile Immersion Lab and in the final General Plan.

General Plan Update



Conceptual Placetypes:

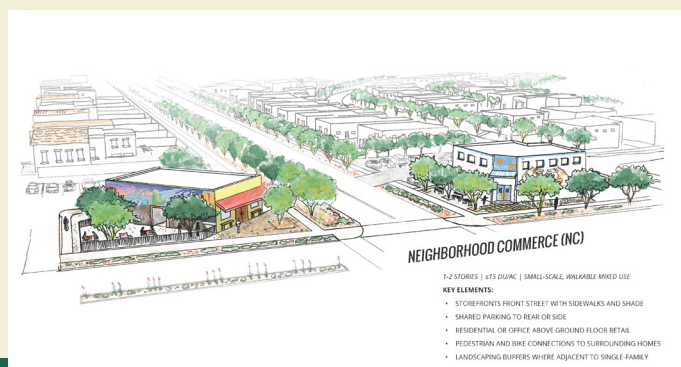


Workshop Comments:

- Love live/work spaces!
- What about revitalizing homes and businesses?



- No more prisons
- Business attraction
- Road traffic?
- No high-water use businesses



- Needs below market rate housing/apartments
- Keep prices affordable.

General Plan Update



Future Land Use Categories:

Future Land Use Categories

Residential Low (RL):

This designation accommodates an agricultural and rural neighborhood character with densities less than 3.0 du/ac. The Residential Low land use designation may be used for agricultural activities, ranching, detached single-family residential development, and other compatible neighborhood uses, such as schools, open space, parks, public and religious facilities, recreation, and utilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns, and natural or human-made constraints.

Residential Medium (RM):

This designation accommodates a suburban neighborhood character with densities equal to, and greater than 3.0 du/ac, and less than 10.0 du/ac. The Residential Medium land use designation may be used for single-family detached and attached homes, including small lot residential dwellings such as duplexes, townhomes, and/or patio homes, and other compatible neighborhood uses, such as schools, open space, parks, public and religious facilities, recreation, and utilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns, and natural or human-made constraints.

Residential High (RH):

This designation accommodates Urban Neighborhoods with densities equal to, and greater than, 10 du/ac. The Residential High land use designation may include a small lot of single-family detached and attached homes, duplexes, triplexes, townhomes, patio homes, and/or multifamily residential and other compatible neighborhood uses, such as schools, open space, parks, recreation, public facilities, utilities, and religious facilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns, and natural or human-made constraints.

Neighborhood Commerce (NC):

This designation accommodates neighborhood serving small-scale commercial uses providing goods, offices, retail and services for residents, workers, and visitors within approximately a one-mile radius in which the designation is located. The size and scale of development within Neighborhood Commerce should be compatible with surrounding areas and incorporate adequate buffering, screening, or separation from existing and planned residential uses. Developments should also include appropriate circulation connections to adjacent sites to provide access for pedestrians, bicycles, and other alternative modes of transportation, while minimizing the need for vehicular travel.

General Commerce (GC):

This designation accommodates a variety of goods, office, retail, and service uses, through varying intensities of commerce activity that serve either a larger community or the greater region. Developments within General Commerce land use designation should include an appropriate circulation system that allows for pedestrians, bicycles, and other alternative modes of transportation to connect the various components within the development, as well as methods to accommodate a greater level of vehicular access. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from less intensive or dense existing or planned residential uses. A site with the General Commerce designation should have adequate vehicular access from a collector or arterial street.

Mixed Use (MU):

This designation accommodates Mixed-Use neighborhoods that combine high-density residential and non-residential land uses, integrated vertically and/or horizontally in a human-scaled manner within a defined area. Most suitable near and within Growth and Activity Areas, this designation generally includes complementary and mutually supportive uses such as public and religious facilities, utilities, residential development with densities greater than 10 dwelling units per acre, and non-residential uses. However, areas with the Mixed-Use designation should not be used substantially for residential purposes. Developments within Mixed-Use areas should include an appropriate circulation system for pedestrians, bicycles, and other alternative modes of transportation to connect the various components of the development while minimizing the need for vehicular travel. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from less intensive or dense existing or planned residential uses.

Future Land Use Categories

Planned Community Area (PCA):

This designation accommodates areas that comprise large-scale (approximately 640 gross acres or more) master-planned developments that includes a mixture of land use opportunities. Such development should also include recreational and community-serving facilities, and an appropriate circulation system for vehicles, pedestrians, bicycles, and other alternative modes of transportation connecting residential and non-residential uses, and adjacent developments. Developments that are primarily residential should include a variety of residential densities to promote housing choices and diversity and are encouraged to provide supportive and complementary non-residential use. Projects that are primarily employment should also include other complementary retail, office, service, and other commerce uses.

Public and Institutional:

This designation accommodates land uses that are owned and/or operated by a governmental, quasi-governmental, or philanthropic institution (typically greater than 5 acres in size) that provides educational, cultural, governmental, aviation, public services, correctional services, or other similar uses. These essential public and institutional uses should support and enhance the overall community's land use patterns and visual aesthetics in order to minimize potential negative impacts.

Employment Light (EL):

This designation accommodates employment opportunities provided by varying business, research, and light to medium industrial uses that have a focus on contributing to the overall local and regional economy. The Employment Light land use designation also includes a variety of employment supportive uses, such as packaging of goods, office, public and religious facilities, retail, research and development, services, storage, utilities, and wholesale. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from existing or planned residential and other less intensive uses. A site with the Employment Light designation should have adequate vehicular access via a street network designed to accommodate the varying intensity of vehicular traffic associated with designation.

Employment Heavy (EH):

This designation accommodates employment opportunities provided by heavy industrial uses that have a focus on contributing to the overall local and regional economy. The Employment Heavy land use designation also includes a variety of more intensive uses such as wholesale and storage warehouses, external storage yards, fabrication, manufacturing, processing, repairing, and packaging of goods, public facilities, and utilities. Adequate buffering, screening, or separation should also be provided from existing or planned residential and other less intensive uses. A site with the Employment Heavy designation should have adequate vehicular access via a street network designed to accommodate the varying intensity of vehicular traffic associated with this designation.

Parks and Open Space (POS):

This designation accommodates land uses for active parks and passive natural areas (typically greater than 5 acres in size) that are intended for public recreation and resource conservation and contribute to the overall natural character and scenic beauty of the City of Eloy. The Parks and Open Space land use designation also includes facilities that support the open space or recreational areas, such as restroom facilities, parking, and public facilities and utilities. Residential uses may be allowed on any privately held or state trust lands at a density of no more than one dwelling unit per acre (1 du/ac).

Tohono O'odham Nation (TON):

This designation accommodates areas held by the Tohono O'odham sovereign nation.



General Plan Update



Draft Vision and Aspirational Statements ~Reconfirmed Through Community Input at Workshop #2~

General Plan Community Vision Statement: Eloy is growing with purpose—rooted in history, guided by community pride, and focused on improving quality of life for all. As we develop and revitalize our neighborhoods, strengthen our economy, and invest in infrastructure, we will remain a city that honors its small-town charm while embracing opportunity.



Purposeful Growth Theme Aspirational Statement: Eloy will guide purposeful growth by balancing development and preservation to maintain its small-town character, support revitalization, encourage compatible development, and protect the desert views and open spaces that define its identity.



Prosperous Economy Theme Aspirational Statement: Eloy envisions a thriving community where economic opportunity is within reach for everyone. This will be cultivated by supporting a diverse and vibrant economy that provides opportunities for business growth, housing, and job creation.



Resilient Infrastructure Theme Aspirational Statement: Eloy will invest in strategic, reliable infrastructure that keeps pace with growth—delivering safe roads, efficient public services, and sustainable water systems.

Through thoughtful planning and equitable investment, we will support both new development and established neighborhoods with modern, resilient facilities.



Balanced Environment Theme Aspirational Statement: Eloy will preserve and enhance its natural beauty and open space through an interconnected network of parks, trails, paths, and recreational spaces. We envision a healthy, outdoor-focused community where residents enjoy the desert environment and celebrate the City's heritage.

Community Vision & Aspirational Statement Workshop Comments:

ELOY GENERAL PLAN UPDATE

Does this statement reflect what you want for the future of Eloy?

Element	Aspirational Statement	Yes	No
Purposeful Growth	Eloy will guide purposeful growth by balancing development and preservation to maintain its small-town character, support revitalization, encourage compatible development, and protect the desert views and open spaces that define its identity.	Yes	No
Prosperous Economy	Eloy envisions a thriving community where economic opportunity is within reach for everyone. This will be cultivated by supporting a diverse and vibrant economy that provides opportunities for business growth, housing, and job creation.	Yes	No
Balanced Environment	Eloy will preserve and enhance its natural beauty and open space through an interconnected network of parks, trails, paths, and recreational spaces. We envision a healthy, outdoor-focused community where residents enjoy the desert environment and celebrate the City's heritage.	Yes	No
Resilient Infrastructure	Eloy will invest in strategic, reliable infrastructure that keeps pace with growth—delivering safe roads, efficient public services, and sustainable water systems. Through thoughtful planning and equitable investment, we will support both new development and long-standing neighborhoods with modern, resilient facilities.	Yes	No

Comments

Revitalize education programs/schools

Support / stimulate Eloy's local economy

Can't have a prosperous economy without JOBS!

More walking and biking trails!

- Revitalize education programs/schools
- Support / stimulate Eloy's local economy
- Can't have a prosperous economy without JOBS!
- More walking and biking trails!

General Plan Update



Draft Goals by Theme:

Workshop Comments:

INSPIRE ELOY
ELOY GENERAL PLAN
Planning Today, for a Stronger Tomorrow!

ELOY GENERAL PLAN UPDATE

Purposeful Growth



Goals	Does this goal reflect what you want for the future of Eloy?		Comments Place sticky notes here!
	Yes	No	
Encourage a diversity of land uses to provide for a balanced and resilient community.			
Promote development, including the revitalization of the downtown area, to ensure efficient use of existing and proposed infrastructure, coordinated land use patterns, and retention of small-town character.			
Protect and maintain viewsheds and open space.			
Coordinate with surrounding jurisdictions on planning and development issues.			

<https://publicinput.com/eloygeneralplan>

- Yes, improve run down parts of the downtown!

INSPIRE ELOY
ELOY GENERAL PLAN
Planning Today, for a Stronger Tomorrow!

ELOY GENERAL PLAN UPDATE

Balanced Environment



Goals	Does this goal reflect what you want for the future of Eloy?		Comments Place sticky notes here!
	Yes	No	
Elevate the quality of life of all residents by enhancing, connecting, promoting, and expanding high-quality parks, paths and trails, cultural and recreational programs, and active and passive open spaces.			
Protect native vegetation and sustain essential natural habitats within the desert ecosystem.			
Maintain local and regional air and water quality, promote water conservation, and reduce or mitigate environmental hazards and development in environmentally sensitive or high-risk areas.			

<https://publicinput.com/eloygeneralplan>

- Non-motorized trails along Frontier.

- Connect adjacent housing communities with non-motorized trails.

Community input on the goals will be reflected in the final General Plan.

General Plan Update



Draft Goals by Theme:


ELOY GENERAL PLAN

Planning Today, for a Stronger Tomorrow!
 ELOY GENERAL PLAN UPDATE

Prosperous Economy



Goals	Does this goal reflect what you want for the future of Eloy?		Comments Place sticky notes here!
	Yes	No	
Retain and attract quality employers for a diverse range of employment opportunities to support a vibrant local economy.			
Encourage a diverse range of new housing types and commercial options and foster redevelopment, rehabilitation, and adaptive reuse of housing, neighborhoods, and commercial buildings.			
Sustain and Strengthen Neighborhoods through preservation activities.			
Prioritize strategic public investments and public private partnerships to support economic growth and stimulate job creation.			
Implement economic development and monetary strategies that mutually reinforce the financial prosperity of the city and the community.			

<https://publicinput.com/eloygeneralplan>

Workshop Comments:

- Limit use of public funds
- Plan for senior living facility with stepped care options.
- No more prisons.


ELOY GENERAL PLAN

Planning Today, for a Stronger Tomorrow!
 ELOY GENERAL PLAN UPDATE

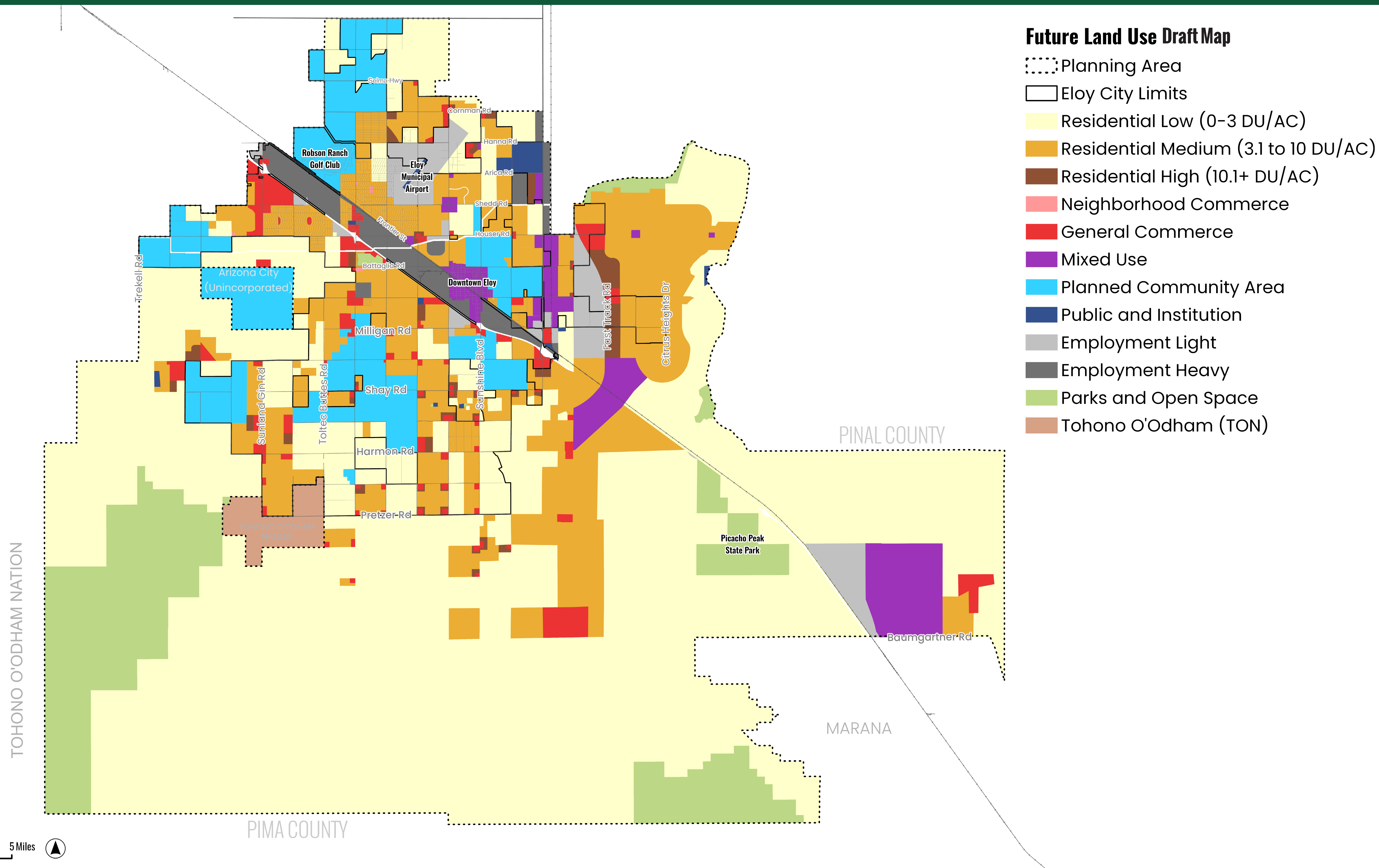
Resilient Infrastructure



Goals	Does this goal reflect what you want for the future of Eloy?		Comments Place sticky notes here!
	Yes	No	
Maintain, improve, and enhance efficient and functional circulation through multimodal street design, optimized signal spacing, and coordinated access management.			
Support anticipated growth by maintaining and modernizing existing public facilities and services, strategic planning for long-term capacity needs, and locating new facilities to accommodate future necessities.			
Ensure that new development pays its fair share so that it does not burden existing residents and ensures cost-effective service delivery and mitigation of public infrastructure and facilities impacts.			

<https://publicinput.com/eloygeneralplan>

- Don't reduce vehicle access to accomodate bikes
- Frontier needs more traffic lanes.
- Need more open space and parks within developed areas.



ELOY GENERAL PLAN UPDATE

Future Land Use Categories

Residential Low (RL):

This designation accommodates an agricultural and rural neighborhood character with densities less than 3.0 du/ac. The Residential Low land use designation may be used for agricultural activities, ranching, detached single-family residential development, and other compatible neighborhood uses, such as schools, open space, parks, public and religious facilities, recreation, and utilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns, and natural or human-made constraints.

Residential Medium (RM):

This designation accommodates a suburban neighborhood character with densities equal to, and greater than 3.0 du/ac, and less than 10.0 du/ac. The Residential Medium land use designation may be used for single-family detached and attached homes, including small lot residential dwellings such as duplexes, townhomes, and/or patio homes, and other compatible neighborhood uses, such as schools, open space, parks, public and religious facilities, recreation, and utilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns, and natural or human-made constraints.

Residential High (RH):

This designation accommodates Urban Neighborhoods with densities equal to, and greater than, 10 du/ac. The Residential High land use designation may include a small lot of single-family detached and attached homes, duplexes, triplexes, townhomes, patio homes, and/or multifamily residential and other compatible neighborhood uses, such as schools, open space, parks, recreation, public facilities, utilities, and religious facilities. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns, and natural or human-made constraints.

Neighborhood Commerce (NC):

This designation accommodates neighborhood serving small-scale commercial uses providing goods, offices, retail and services for residents, workers, and visitors within approximately a one-mile radius in which the designation is located. The size and scale of development within Neighborhood Commerce should be compatible with surrounding areas and incorporate adequate buffering, screening, or separation from existing and planned residential uses. Developments should also include appropriate circulation connections to adjacent sites to provide access for pedestrians, bicycles, and other alternative modes of transportation, while minimizing the need for vehicular travel.

General Commerce (GC):

This designation accommodates a variety of goods, office, retail, and service uses, through varying intensities of commerce activity that serve either a larger community or the greater region. Developments within General Commerce land use designation should include an appropriate circulation system that allows for pedestrians, bicycles, and other alternative modes of transportation to connect the various components within the development, as well as methods to accommodate a greater level of vehicular access. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from less intensive or dense existing or planned residential uses. A site with the General Commerce designation should have adequate vehicular access from a collector or arterial street.

Mixed Use (MU):

This designation accommodates Mixed-Use neighborhoods that combine high-density residential and non-residential land uses, integrated vertically and/or horizontally in a human-scaled manner within a defined area. Most suitable near and within Growth and Activity Areas, this designation generally includes complementary and mutually supportive uses such as public and religious facilities, utilities, residential development with densities greater than 10 dwelling units per acre, and non-residential uses. However, areas with the Mixed-Use designation should not be used substantially for residential purposes. Developments within Mixed-Use areas should include an appropriate circulation system for pedestrians, bicycles, and other alternative modes of transportation to connect the various components of the development while minimizing the need for vehicular travel. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from less intensive or dense existing or planned residential uses.

ELOY GENERAL PLAN UPDATE

Future Land Use Categories

Planned Community Area (PCA):

This designation accommodates areas that comprise large-scale (approximately 640 gross acres or more) master-planned developments that includes a mixture of land use opportunities. Such development should also include recreational and community-serving facilities, and an appropriate circulation system for vehicles, pedestrians, bicycles, and other alternative modes of transportation connecting residential and non-residential uses, and adjacent developments. Developments that are primarily residential should include a variety of residential densities to promote housing choices and diversity and are encouraged to provide supportive and complementary non-residential use. Projects that are primarily employment should also include other complementary retail, office, service, and other commerce uses.

Public and Institutional:

This designation accommodates land uses that are owned and/or operated by a governmental, quasi-governmental, or philanthropic institution (typically greater than 5 acres in size) that provides educational, cultural, governmental, aviation, public services, correctional services, or other similar uses. These essential public and institutional uses should support and enhance the overall community's land use patterns and visual aesthetics in order to minimize potential negative impacts.

Employment Light (EL):

This designation accommodates employment opportunities provided by varying business, research, and light to medium industrial uses that have a focus on contributing to the overall local and regional economy. The Employment Light land use designation also includes a variety of employment supportive uses, such as packaging of goods, office, public and religious facilities, retail, research and development, services, storage, utilities, and wholesale. The circulation system should also provide connectivity to adjacent developments. Adequate buffering, screening, or separation should also be provided from existing or planned residential and other less intensive uses. A site with the Employment Light designation should have adequate vehicular access via a street network designed to accommodate the varying intensity of vehicular traffic associated with designation.

Employment Heavy (EH):

This designation accommodates employment opportunities provided by heavy industrial uses that have a focus on contributing to the overall local and regional economy. The Employment Heavy land use designation also includes a variety of more intensive uses such as wholesale and storage warehouses, external storage yards, fabrication, manufacturing, processing, repairing, and packaging of goods, public facilities, and utilities. Adequate buffering, screening, or separation should also be provided from existing or planned residential and other less intensive uses. A site with the Employment Heavy designation should have adequate vehicular access via a street network designed to accommodate the varying intensity of vehicular traffic associated with this designation.

Parks and Open Space (POS):

This designation accommodates land uses for active parks and passive natural areas (typically greater than 5 acres in size) that are intended for public recreation and resource conservation and contribute to the overall natural character and scenic beauty of the City of Eloy. The Parks and Open Space land use designation also includes facilities that support the open space or recreational areas, such as restroom facilities, parking, and public facilities and utilities. Residential uses may be allowed on any privately held or state trust lands at a density of no more than one dwelling unit per acre (1 du/ac).

Tohono O'odham Nation (TON):

This designation accommodates areas held by the Tohono O'odham sovereign nation.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.B.**

Date: **12/17/2025**

Date submitted:
11/22/2025

Action: Other

Date requested:
12/17/2025

Subject: Conduct a public hearing and make a recommendation to the Eloy City Council on the following: Case No. GPA2024-005 and RZ2024-004: Eloy 310. A requests by Julie Vermillion, of Coe & Van Loo Consultant, on behalf of TES Farms for a major General Plan Amendment from Community Commercial and Light Industrial to Mixed-Use consisting of approximately 310 acres located approximately 1237 feet east of the northeast corner of North Sunland Gin Road and West Shedd Road; and, a request to rezone an approximately 310-acre site located approximately 1237 feet east of the northeast corner of North Sunland Gin Boulevard and West Shedd Road from Single-Family Residential (R1-12) to Light Industrial (I-1) and Multiple Family Residential (R-3).

TO: Planning and Zoning Commission

FROM: Dan Symer

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission provide a recommendation of approval to the City Council, subject to the attached Rezoning Conditions of Approval for:

- Case No. GPA2024-005: Eloy 310. A major General Plan Amendment from Community Commercial and Light Industrial to Mixed-Use consisting of approximately 310 acres located approximately 1237 feet east of the northeast corner of North Sunland Gin Road and West Shedd Road; and
- RZ2024-004: Eloy 310. A request to rezone an approximately 310-acre site located approximately 1237 feet east of the northeast corner of North Sunland

Gin Boulevard and West Shedd Road from Single-Family Residential (R1-12) to Light Industrial (I-1) and Multiple Family Residential (R-3).

DISCUSSION:

General Plan Amendment Request (Case No.GPA2024-005):

The applicant's request is for a major General Plan Amendment of approximately 310 acres of property from Community Commercial and Light Industrial to Mixed-use located approximately 1237 feet east of the northeast corner of North Sunland Gin Road and West Shedd Road. The purpose of this application is to accommodate the Amendment to the Zoning Map (Rezone) application (Case No. RZ2024-004) described below.

Amendment to the Zoning Map (Rezone) Request (Case No. RZ2024-004):

The applicant's request is to rezone approximately 310 acres from Single-family (R1-12) to Light Industrial (I-1) (approximately 275 acres) and Multiple Family Residential (R-3) (approximately 33 acres).

General Plan:

The current General Plan Future Land Use Map designation of the property is Community Commercial and Light Industrial. The Community Commercial land use designation allows a variety of types and intensities of commercial development, typically consisting of large shopping centers and districts that offer a wider variety of goods and services; and, the Light Industrial General Plan designation allows for industrial employment uses, such as professional offices, research and development, wholesale and storage warehouses, utility centers, the repairing and packaging of goods, and associate eating and retail establishments.

Context:

The property is located approximately 1237 feet east of the northeast corner of North Sunland Gin Boulevard and West Shedd Road, and south of the Interstate-10 (I-10). The site is surrounded by undeveloped land on all sides — although it should be noted that the undeveloped Toltec/Arizona Valley Units Twenty-four, Twenty-five, and Thirty-three subdivisions abut the south side of the West Shedd Road. The General Plan land use map designations, zoning, and land uses of the property abutting and adjacent to the property are identified below.

Direction	General Plan Land Use Map Designation	Existing Property Zoning	Existing Use of the Property
Site	Community Commercial and Light Industrial	Single Family Residential (R1-12)	Undeveloped land

North	Community Commercial and General Industrial on the north side of I-10.	Single Family Residential (R1-12) and Light Industrial (I-1), and General Industrial (I-2) on the north side of I-10.	Undeveloped land
South	Medium Density Residential	Single Family Residential (R1-12)	Undeveloped land
East	Medium Density Residential	Single Family Residential (R1-12)	Undeveloped land
West	Medium Density Residential	Single Family Residential (R1-12)	Undeveloped land

General Plan Amendment Criteria and Guidelines (Case No.GPA2025-003):

The applicant's request is considered a major General Plan Amendment based on the criteria outlined in Section 2.2 of the Eloy General Plan. Furthermore, under Section 2.3 of the Eloy General Plan, changes to the General Plan must also meet the guidelines outlined below: (Staff's analysis of the guidelines is included in bold italic text, and the applicant's analysis is included in their narrative, attached)

1. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

- ***The General Plan's Future Land Use Map currently designates approximately 2.3% of the City's planning area for the Mixed-use General Plan land use designation. The proposed application would increase the Mixed-use General Plan land use designation to 2.4% of the City's total planning area. It is not uncommon for cities to typically allocate approximately 2% to 10% of a city's land use area for Mixed-used areas. While the Mixed-use land use falls within the typical range, the increase does not significantly expand the area of the city designated for this use designation. It should be noted that if the application is approved, the City's planning area with the Community Commercial land use designation would decrease from approximately 2.06% to 1.96%. The typical area of a city with a commercial land use designation ranges between 5% to 15%.***

2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

- ***The proposed amendment is anticipated to be an overall improvement to the General Plan in that the Mixed-use land use designation allows for a***

broader variety of implementing zones (Small Property Residential (R-2), Multiple family Residential (R-3), Neighborhood Commercial (C-1), General Commercial (C-2), Mixed-use (MU), Public Facilities (PF), Business Park (BP), and Light-industrial (I-1)) with in the Toltec-Robson Area growth area. The proposed amendment would contribute to implementing the General Plan in the growth area by promoting "commercial, employment and industrial development [and uses in] an identified Growth Area nodes and encouraging a balanced and mixed-use environment in the growth area (GP 3.3.1.2 and 3.3.1.3).

3. The amendment will not adversely impact any portion of the community by: a) Creating incompatible land use patterns; b) Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City; c) Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or d) Adversely affecting the livability of an area or the health and safety of existing residents.

- The proposed Mixed-use land use designation is not anticipated to create an incompatible land use pattern with the abutting Community Commercial, Medium Density Residential, and Light Industrial, and it is typically provided between the lower-intensity land uses and the more intense land uses, such as the I-10 that abuts and the Light Industrial to the east.***
- There are water, wastewater (sewer), and roadway systems in the area. The property owner will be required to provide all necessary improvements related to traffic, roads, sewer, and water infrastructure to accommodate the development and the use of the property, as well as the associated rezoning (Case No. RZ2025-004).***

4. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.

- The proposed Mixed-use land use designation is consistent with the General Plan in that it contributes to achieving the General Plan's Goal 3.1.1.1 to "provide a range of supportive... land uses to encourage and maintain a sustainable community," and achieving the Goals 3.3.1.2 and 3.3.2.3 by encouraging a balance of land uses and promoting commercial development in the Toltec-Robson Growth Area.***

Zoning Ordinance Issues for Consideration for a General Plan Amendment:

In determining whether to approve, approve with conditions, or deny proposed General Plan amendments, issues for consideration shall include, but not be limited to, staff's

analysis, which is included in bold italic text, and the applicant's analysis, which is included in their narrative, attached.

A. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the use proposed in the amendment.

- ***The General Plan's Future Land Use map provides a limited amount of Mixed-use land uses in this area of the city in general. Furthermore, most of the existing designated Mixed-use land use areas are located at the south end of the Sun Corridor Growth Area, near State Route 87 and I-10. The addition of the Mixed-use land use designation in the Toltec-Robson growth area will help promote a broader balance of uses in the northeast quadrant of the city near the I-10 and Sunland Gin Road interchange.***

B. That the amendment constitutes an overall improvement to the Eloy General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

- ***The proposed Mixed-use land use designation is anticipated to constitute an overall improvement to the General Plan by increasing the area of the land use within the City. Furthermore, the increase in the Mixed-use area assists in implementing the Goals of the General Plan to provide a range of supportive land uses that encourage a sustainable community through the orderly development of the Toltec-Robson Area Growth Area (Goals 3.1.1.1, 3.3.1.2, and 3.3.2.3).***

C. The degree to which the proposed amendment will impact the City as a whole or a portion of the City by: 1) Significantly altering acceptable existing land use patterns; 2) Requiring larger and more extensive improvements to roads, sewer, or water systems than are needed to support the prevailing land uses in which, therefore may negatively impact the development of other lands. The Commission and/or the City Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, a public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan amendment will be realized; 3) Adversely impacting existing uses due to increased traffic on existing systems; and 4) Affecting the livability of the surrounding area or the health and safety of present or future residents.

- ***The proposed General Plan Amendment from Community Commercial and Light Industrial to the Mixed-Use land use designation is not anticipated to significantly alter the existing land use patterns in the area. While larger and more extensive improvements to roads, sewer, or water systems are anticipated to serve the development, these infrastructure necessities have been anticipated in the General Plan and the Water and Wastewater Master Plan to support the prevailing land uses planned for the area and the***

existing land use designations. The modification from the Community Commercial and Light Industrial to the Mixed-Use land use designation is not anticipated to affect the livability of the surrounding area or the health and safety of present or future residents.

D. That the amendment is consistent with the overall intent of the adopted Eloy General Plan.

- ***The proposed General Plan Amendment from Community Commercial and Light Industrial to the Mixed-Use designation is consistent with the intent of the General Plan's in that it contributes to the General Plan's Goal 3.1.1.1 to "provide a range of supportive land uses to encourage and maintain a substantial community." Also, the amendment assists in encouraging a balanced use within a designated Toltec-Robson Growth area (Goal 3.3.1.2). Furthermore, the proposed land use designation will assist in providing a mix of land uses and encouraging the orderly development within the Growth Area (Goals 3.3.1.2 and 3.3.1.3).***

E. Whether there was an error or oversight in the original Eloy General Plan adoption that did not fully consider facts, projects, or trends which could reasonably exist in the future.

- ***The proposed General Plan Amendment from Community Commercial and Light Industrial to the Mixed-Use land use designation is not an error or oversight in the existing plan, or other factor that could reasonably exist in the future.***

F. Whether events subsequent to the Eloy General Plan adoption have superseded the original premises and findings made upon plan adoption.

- ***There have been no known events after the Eloy General Plan adoption that have superseded the original premises and findings made upon plan adoption. The proposed amendment from Community Commercial and Light Industrial to the Mixed-Use land use designation will assist in encouraging a balanced use within a designated Toltec-Robson Growth area (Goal 3.3.1.2). Furthermore, the proposed land use designation will help provide a mix of land uses and encourage orderly development within the Growth Area (Goals 3.3.1.2 and 3.3.1.3).***

G. Whether events subsequent to the Eloy General Plan adoption may have changed the character and/or condition of the area so as to make the application acceptable.

- ***Before and since the City Council adopted the General Plan in May 2020, the property has been undeveloped land. The proposed Mixed-Use land use designation is anticipated to contribute to the ability to provide additional flexibility in the development potential of the land.***

H. The extent to which the benefits of the plan amendment outweigh any of the impacts identified in subsections A through G of this Section.

- ***The proposed General Plan Amendment from Community Commercial and Light Industrial to the Mixed-Use land use designation will assist in encouraging a balance of uses within a designated Growth area (Goal 3.3.1.2.). Furthermore, the proposed land use designation will assist in providing a mix of land uses that is anticipated to encourage the "orderly development within Growth Areas" within the City (Goals 3.3.1.2 and 3.3.1.3).***

Zoning Ordinance Issues for Consideration for an Amendment to the Zoning Map (Rezone) (Case No. RZ2024-004):

In determining whether to approve, approve with conditions, or deny the proposed Official Zoning Map amendment, the issue for consideration shall include, but not be limited to: (Staff's analysis of the consideration is included in bold italic text, and the applicant's analysis is included in their narrative, which is attached.)

A. Consistency (or lack thereof) with the adopted Eloy General Plan and other adopted plans;

- ***The property currently has a General Plan designation of Community Commercial and Light Industrial. The requested rezone is inconsistent with the property's current Community Commercial, and is consistent with the Light Industrial General Plan designation. Upon approval of the associated application, Case No. GPA2024-005, the proposed Light Industrial (I-1) and Multiple Family Residential (R-3) PAD zoning, will conform to the General Plan's new Mixed-Use designation for the property.***

B. Compatibility with the existing zoning and conforming uses of nearby property and with the character of the neighborhood;

- ***The proposed Light Industrial (I-1) and Multiple Family Residential (R-3) PAD zoning*** and associated uses are anticipated to be consistent and compatible with the existing, abutting, and adjacent properties and character of the area/neighborhood. Furthermore, the proposed zones will assist with providing a variety of land uses

C. Suitability of the subject property for uses permitted by the proposed zoning district;

- ***The property is currently undeveloped and is within close proximity to the Sunland Gin and Interstate 10 (I-10) interchange. Also, approximately 1628 feet of the northern property line fronts the I-10. The proposed rezoning to I-1 and R-3 PAD zoning will allow the property to be used for a variety of light industrial and multiple-family uses, which are anticipated to be suitable uses for the property. Furthermore, the proposed I-1 and R-3 PAD will assist in facilitating a balance of uses within a designated Growth area (Goal 3.3.1.2). Also, the proposed zoning designations will assist in concentrating land uses more intensively, creating a mixed-use environment that would promote logical utilization and extension of existing infrastructure, and encourage the "orderly development within Growth Areas" within the City and provide for a sustainable community (Goals 3.1.1.1, 3.3.1.2, and 3.3.1.3).***

D. Suitability of the subject property for uses permitted by the existing district; and

- ***The property is located within the General Plan's Toltec-Robson Area Growth Area. The Growth Areas are intended to guide new development and focus efforts to promote commercial, employment and industrial development in areas of the City that meet the needs of all residents and businesses (Goal 3.3.1.3). Also, the proposed I-1 and R-3 PAD zoning designation will assist in facilitating the development of a mix of uses that are anticipated to contribute to meeting the General Plan's objective of providing a balance of uses within a designated Growth area (Goal 3.3.1.2). Furthermore, the zones include uses will assist in encouraging the "orderly development within Growth Areas" and logical extension of infrastructure and utility service within the City (Goals 3.3.1.1. and 3.3.1.4).***

E. Availability of sewer and water facilities.

- ***Water and wastewater (sewer) services are available in North Sunland Gin Boulevard to the west of the property, and are anticipated to be adequate to serve the development. The property owner/developer will be required to extend and upgrade the existing water and wastewater services to accommodate the proposed development.***

November 19, 2025, Planning and Zoning Commission Hearing:

On November 19, 2025, the Planning and Zoning Commission conducted the first of the two required public hearings on the application. This commission did not provide comments on the proposed application.

FISCAL IMPACT:

No financial impacts are anticipated from this agenda item.

December 4, 2024
Revised: August 12, 2025

Eloy 310

Located south of the I-10 and east
of the northeast corner of Sunland
Gin Road and Shedd Road

City of Eloy, Arizona

General Plan Amendment Application Narrative



4550 N 12th Street
Phoenix, AZ 85014
Job #: 1-01-04166-01

General Plan Amendment Application Narrative

for

Eloy 310

City of Eloy, Arizona

Owner/Developer

RMG Real Estate Services III, L.L.C

c/o Vaulter

Attn: Andrea Sepulveda

8800 N. Gainey Center Drive, Suite 255

Scottsdale, AZ 85258

Planning/Civil Engineering Consultant

CVL Consultants

4550 North 12th Street

Phoenix, Arizona 85014

Attn: Julie Vermillion

jvermillion@cvlci.com

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Exhibits

Vicinity Plan.	Exhibit A
Existing General Plan.	Exhibit B
General Plan.	Exhibit C
FEMA Map	Exhibit D

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this request to the City of Eloy (City) for a new master planned development known hereto as Eloy 310 (the Project), an approximately 310 acre development generally located south of Interstate 10 (I-10) and east of the northeast corner of Sunland Gin Road and Shedd Road in the City of Eloy. The I-10 borders the site to the northeast, providing close connectivity between the Project and the regional transportation system. (Refer to Exhibit A, Vicinity Plan).

The purpose of this narrative is to identify the information and criteria for the General Plan Amendment (GPA) requested to facilitate the development of the Project as intended. Please refer to the Rezoning Application Narrative provided under the concurrent rezoning application submittal for additional details regarding this request.

Eloy 310 promotes a flexible and dynamic range of land uses to support the City by building the framework for large-scale employment, services, and supporting uses suitable for this property positioned at a major development corridor along the I-10.

The Project provides a comprehensive vision of land use opportunities, allowing for various multi-family and industrial uses with consideration for appropriate transitional buffering between uses of differing intensities. The proposed plan allows the flexibility to prepare for future market conditions while addressing the need for industry, employment, and housing in this area and mitigating conditions encumbering the site, such as the existing site access constraints and the designated Flood Zone A covering a significant portion of the land.

Eloy 310 achieves the aforementioned goals while providing the opportunity for development of the highest and best land use solution for this undeveloped property situated in a growing area of Eloy.

2. Purpose of Request

The purpose of this request is to submit, process, and obtain approval for a General Plan Amendment (GPA) to facilitate the associated Amendment to the Zoning Map (Rezone) and the development of the Project. Please refer to the Rezoning Application Narrative provided under the concurrent Rezoning application submittal for additional details regarding this request.

Eloy 310 is located primarily within the Community Commercial land use designated by the City of Eloy General Plan, with the easternmost parcel of the property

classified as Light Industrial. This proposal seeks to bring the existing patchwork of entitlements on this long-undeveloped property up to one overall category for a cohesive development. The City of Eloy's General Plan's Mixed-Use land use designation will create the opportunity for a new and attractive industrial master plan with supporting multi-family uses. (Refer to Exhibits B and C, Existing General Plan and General Plan).

The vision for the Project is for those industrial and multi-family residential uses that will result in a coordinated, planned area with lasting and growing economic value.

3. Existing Conditions

The property is within Section 19, Township 7 South, Range 7 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona. The site is further identified as Assessor Parcel Numbers 40302014A, 40303005B, and 403020230, consisting of approximately 310 acres of undeveloped desert land. The property generally slopes to the northwest, and soils within the site consist predominantly of Casa Grande fine sandy loam. Regionally, the property is to the immediate southwest of I-10, which creates a route from the Project to metro Phoenix, Tucson, and further outlying communities.

4. Relationship to Surrounding Properties

The City of Eloy has jurisdiction over the immediate surrounding area. The character and zoning of the surrounding properties are detailed below.

Direction	Use	Zoning	General Plan
Northeast	Undeveloped desert land, the I-10, and undeveloped desert land planned for the Interstate 10-8 Business Park.	R1-12, I-2 PAD	General Industrial
South	Shedd Road and the Toltec / Arizona Valley subdivision.	R1-12	Medium Density Residential
East	Undeveloped desert land and the I-10.	R1-12	Light industrial
West	Undeveloped desert land and Sunland Gin Road.	C-2	Community Commercial

The proposed General Plan designation of Mixed Use for Eloy 310 site is an appropriate land use for this property and the growth planned in this area of the City, as detailed further in this narrative.

5. Community Services

Service	Provider
Police	Eloy Police Department
Fire	Eloy Fire District
Library	Eloy Santa Cruz Library
School Districts	Toltec Elementary School District, Casa Grande Union High School District

The City of Eloy Police Department is located at 630 N. Main St. Eloy, Arizona, 85131 approximately 8 miles southeast of the Property.

The nearest fire protection facility is currently the Eloy Fire District Station 522, located at 4015 N. Toltec Rd. Eloy, Arizona 85131, approximately 5 miles east of the Property.

6. Utilities and Services

All proposed utility systems and plans will be accessed and designed to the standards of the City of Eloy and the utility provider and submitted for staff review and approval with future development and permit applications. All required infrastructure improvements will be provided by the property development as part of the future development and permit applications.

Service	Provider
Sewer	City of Eloy
Water	City of Eloy
Electric	Arizona Public Service (APS)
Telephone	CenturyLink, Cox Communications
Gas	Southwest Gas Corporation
Solid Waste	City of Eloy
Fire Protection	City of Eloy

Water

The Property is located within the water service area of the City of Eloy. The following summarizes CVL's findings of the proposed water system required to serve the Project.

- A system of 8-inch waterlines will be designed to provide the Project with adequate water service and fire protection.
- The water service connections will be made to the existing 8-inch waterline located west of the site within Sunland Gin Road. The development will be served by Pressure Zone 2, specifically through Toltec site, located approximately 3 miles east and 1 mile south of the site.

Wastewater

The Property is located within the wastewater service area of the City of Eloy. The following summarizes CVL's findings of the proposed wastewater system required to serve The Development.

- A system of 8 and 12-inch sewer lines is being designed to provide the Project with adequate sewer service.
- The wastewater collection system will flow by gravity to the proposed lift station which will pump flows to the existing 12-inch sewer main within Sunland Gin Road. Wastewater flows will be conveyed to the existing Eloy WWTP located approximately 4.5 miles east and 1.25 miles south of the site.

7. Circulation

Eloy 310 is generally located south of Interstate 10 (I-10) and east of the northeast corner of Sunland Gin Road and Shedd Road. The site will be served by internal roadways with two primary access points provided to the surrounding roadway network. Willow Peak Avenue, a Commercial Collector roadway, will be constructed approximately 1,500 feet south of Mountain View Avenue to provide access to Sunland Gin Road. Additionally, the alignment of Shedd Road will be improved as a Commercial Collector to provide access to Sunland Gin Road from the south side of the site. The I-10 is approximately 3,000 feet north of the closest access point to the site.

With the rezoning of the Project site area, traffic impact analysis will be completed to determine the infrastructure need to mitigate the effects of the General Plan land use change and subsequent development of the property. Finite infrastructure improvements and details, interior street patterns, and access and circulation for each parcel will be detailed during the site planning process.

8. Drainage

The Pinal County, Arizona Flood Areas Flood Insurance Rate Map (FIRM), panel number 04021C1570F (Map revised May 16, 2019), indicates the site falls predominantly within Zone X (unshaded), with a large portion falling within Zone A. If necessary or required, a CLOMR will be completed. (Exhibit D, FEMA Map).

- Zone X (shaded) is defined by FEMA as: “Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.”
- Zone A is defined by FEMA as: “Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.”

Off-site flows to the site will maintain historic inlet and outlet locations and hydraulic characteristics. Analysis of off-site flows and design of any required conveyance corridors will be provided, which will be prepared for the preliminary and final plats.

The site’s design will not cause adverse drainage impacts or increased drainage problems for adjacent properties, upstream or downstream.

9. General Plan and Zoning

The Property is currently split between the City of Eloy General Plan’s Community Commercial and Light Industrial land use categories. Both categories are incompatible with the site’s existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.). Due to this inherent incompatibility, a General Plan Amendment and/or Rezoning request would be necessary to pursue development of the property.

As stated above, the requested General Plan Amendment aims to amend the existing patchwork land use designations to a cohesive overall Mixed Use (MU) designation to facilitate the rezoning of the property to Light Industrial (I-1) and Multiple Family Residential (R-3), and subsequently developed the property consistent with the correspond zoning case’s development plan.

Companion rezoning of the approximately 310-acre Property from R1-12 to Light Industrial (I-1) and Multiple Family Residential (R-3) zoning is requested, which is permitted by and consistent with the intent of the Mixed Use land use designation.

Site Data

This proposal's comprehensive list of detailed site data is identified below for reference.

Site Data	
Gross Area	±310 acres
Assessor's Parcel No.	40302014A, 40303005B, 403020230
Existing Use	Undeveloped desert land
Existing General Plan	Community Commercial (CC), Light Industrial (LI)
Proposed General Plan	Mixed Use (MU)
Existing Zoning	Single Family Residential 12,000 minimum lot size (R1-12)
Proposed Zoning	Light Industrial (I-1), Multiple Family Residential (R-3)

10. General Plan Conformance

Eloy 310 is consistent with the goals and policies established by the City of Eloy General Plan. As described below, this request conforms with the key concepts identified for future growth within the City.

Land Use

The Land Use element of the General Plan analyzes the existing patterns of land use and identifies the changes that are needed to realize the community's vision for Eloy's future. Eloy 310 furthers the featured land use goals identified below.

Goal 3.1.1.1 Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.

Goal 3.1.1.2. Maintain, update and create standards and guidelines to which developments should adhere in an effort to achieve a sustainable community.

Eloy 310 establishes both residential and employment land uses to support the range of uses encouraged by the General Plan. The Project will comply with the standards and guidelines established by the City Code.

Housing

The Housing element of the General Plan addresses several aspects of Eloy's housing supply and recommends strategies and actions for the future of Eloy. Eloy 310 furthers the housing goal featured in the list below.

Goal 3.5.1.2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.

Eloy 310 proposes a higher density housing option to support the City's goal to meet the needs of various levels of income and lifestyles. The residential use proposed increases the opportunity for affordable housing options and supports the diversity of housing types in the City.

Economic Prosperity

The Economic Prosperity element of the General Plan addresses the local economy, which helps determine the rate of growth in a community, the prosperity of its residents, and the resources available to the City government to carry out capital improvement projects, desired programs and services, and other public improvements. Eloy 310 furthers the economic goals featured in the list below.

Goal 3.10.1.1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.

Goal 3.10.1.2. Brand Eloy as a prime regional location for business, community growth and capital investment.

Eloy 310 proposes the entitlements for a new area of light industrial development in support of the City's economic goals to attract employers to the area. The proposed residential growth resulting from the residential portion of Eloy 310 could have a resulting increase in retail and service business activities.

Parks, Open Space, and Trails

The intent of the Parks, Open Space, and Trails element of the General Plan is to address Eloy's current and future networks of parks, open space, and trails, which are an asset to quality of life in Eloy. A selection of the goals met by Eloy 310 are listed below.

Goal 3.4.1.1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.

Goal 3.4.1.2. Provide a wide variety of organized recreation opportunities for residents of all ages.

Eloy 310 furthers these plan elements by planning for active and passive green space and a neighborhood amenity area located within the residential component of the Project in accordance with the City Code requirements. The amenity plan

and recreational facilities shall be determined and provided later in the development process.

Circulation

The Circulation element of the General Plan describes the City's roads, pathways, and other means for people to get from place to place. It assesses how Eloy's transportation network is functioning, address where development that impact the transportation system might occur and determine the improvements that are needed. The featured circulation goals listed below are applicable to the Eloy 310.

Goal 3.2.1.1. Encourage public safety through appropriate street design.

Goal 3.2.1.2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region.

All new streets within Eloy 310 will be constructed to meet City of Eloy standards. As recommended by the City, Eloy 310 proposes two Commercial Collector roadway connections to Sunland Gin Road.

11. General Plan Amendment Guidelines

This proposal conforms to the amendment guidelines identified below pursuant to Section 2.3. of the City of Eloy General Plan.

A. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

This property is positioned at a major development corridor along the I-10 with a patchwork General Plan land use designation of Community Commercial (CC) and Light Industrial (LI). Both categories are incompatible with the site's existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.). This application corrects the incompatibility between the City's zoning map and General Plan.

B. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

This application corrects the existing incompatibility between the City's zoning map and General Plan noted above. The requested General Plan Amendment amends the existing patchwork of land use designations to an overall MU designation to facilitate development of the Property. The Project has been designed with the parameters of the MU land use in mind, which permits similar uses to the existing CC and LI designations in conformance with the intent of the City's General Plan for the area. This request addresses the need for

industry, employment and housing in the area to benefit the residents and workers in the City of Eloy.

C. The amendment will not adversely impact any portion of the community, by:

1. Creating incompatible land use patterns;

The Property is located adjacent to the I-10, which serves as a growing economic corridor. The proposed majority of industrial use with supporting multi-family residential is consistent with it's proximity to the I-10 and similar development currently proposed in the immediate surrounding area.

2. Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City;

This request is not anticipated to require considerably more expensive infrastructure improvements to the roads, sewer, or water delivery systems in comparison to the existing combination of CC and LI land use designations. The owner, developer, and builder of Eloy 310 are committed to paying their associated fair share of costs used to fund and finance the public services necessary to serve the development.

3. Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or

Approving this amendment will not have any adverse impact on any existing uses. Traffic generated by the proposed use shall be mitigated as needed so as not to adversely impact the adjacent properties. In comparison to the existing combination of CC and LI land use designations, it is anticipated that the removal of commercial land use area with this proposal will reduce traffic generated.

4. Adversely affecting the livability of an area or the health and safety of existing residents.

The proposed amendment will positively impact the livability of the area by bringing the property's zoning and land use designation into compliance with one another, facilitating the development of the property. Additionally, the project will provide employment opportunities, services, and housing options to the City of Eloy. The requested MU land use is consistent with the intent of the planned growth in the area and will not result in a detriment to public health, safety, or welfare.

D. That the amendment is consistent with the General Plan’s overall intent and other adopted plans, codes, and ordinances.

This amendment is consistent with the General Plan’s overall intent by bringing the zoning and land use into compliance with one another and correcting an existing incompatibility. Any development standard not addressed within this proposal or by the concurrent rezoning process shall be consistent to the current City Code and shall be maintained or exceeded without deviation from any of the applicable City of Eloy zoning, engineering, and subdivision standards, design review standards, requirements or provisions for the proposed zoning and land use.

12. Issues for Consideration

This proposal conforms to the issues for consideration identified below pursuant to Section 21-6-4.5. of the Eloy Zoning Ordinance.

A. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the use proposed in the amendment.

The Project has been designed with the parameters of the MU land use in mind, which permits similar uses to the existing CC and LI designations in conformance with the intent of the City’s General Plan for the area. The MU land use is proposed to accommodate the concurrent rezoning to Light Industrial (I-1) and Multiple Family Residential (R-3) . Optional sites for the requested MU land use or similar uses that permit the desired combination of zones for Eloy 310 are not identified on the future land use plan.

B. That the amendment constitutes an overall improvement to the Eloy General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

The property has a patchwork General Plan land use designation of Community Commercial (CC) and Light Industrial (LI). Both categories are incompatible with the site’s existing zoning of overall R1-12 Single Family Residential (12,000 sq. ft.). This request resolves an incompatibility between the City’s zoning map and General Plan.

The intent of the requested General Plan Amendment is to amend the existing patchwork land use designations to an overall MU designation to facilitate development of the Property with the intended variety of land uses. The Project has been designed with the parameters of the MU land use in mind, which permits similar uses to the existing CC and LI designations in conformance with the intent of the City’s General Plan for the area.

C. The degree to which the proposed amendment will impact the City as a whole or a portion of the City by:

1. Significantly altering acceptable existing land use patterns;

The Property is well suited for the proposed majority of industrial and employment use with supporting services and multi-family residential due to its location adjacent to the I-10 which serves as a growing economic corridor. It is not a significant deviation from the initial intent of the existing combination of CC and LI land use designations.

2. Requiring larger and more extensive improvements to roads, sewer, or water systems than are needed to support the prevailing land uses in which, therefore, may negatively impact development of other lands. The commission and/or the City Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, a public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan amendment will be realized;

Approving this amendment will not require additional or more expensive improvements to be funded by the City. This request is not anticipated to require considerably more expensive infrastructure improvements to the roads, sewer, or water delivery systems in comparison to the existing combination of CC and LI land use designations. Furthermore, the owner, developer, and builder of Eloy 310 are committed to paying their associated fair share of costs for the public services necessary to serve the development.

3. Adversely impacting existing uses due to increased traffic on existing systems; or

Traffic generated by the proposed use shall be mitigated as needed so as not to adversely impact the adjacent properties. In comparison to the existing combination of CC and LI land use designations, it is anticipated that the removal of commercial land use area with this proposal would provide a reduction in traffic generated.

4. Affecting the livability of the surrounding area or the health and safety of present or future residents.

With light industrial and residential uses proposed, the Project shall not permit those heavier industrial uses that generate excessive noise, vibrations, or odors that could become a nuisance to the public. Traffic shall be mitigated according to the provided analysis.

D. That the amendment is consistent with the overall intent of the adopted Eloy General Plan.

The proposed plan allows the flexibility to prepare for future market conditions while addressing the current need for industry, employment and housing in this area.

E. Whether there was an error or oversight in the original Eloy General Plan adoption that did not fully consider facts, projects or trends which could reasonably exist in the future.

The existing zoning currently does not match the existing land use designation. This amendment will clean up this discrepancy and bring the zoning, the use and the General Plan into compliance.

F. Whether events subsequent to the Eloy General Plan adoption have superseded the original premises and findings made upon plan adoption.

As noted above, this amendment will clean up the discrepancies in the land use designation and zoning on this site. Additionally, since adopting the Eloy General Plan, there has been an increase in demand for industrial development opportunities in Eloy. The proposed plan allows the flexibility to prepare for future market conditions while addressing the current need for industry, employment and housing in this area.

G. Whether events subsequent to the Eloy General Plan adoption may have changed the character and/or condition of the area so as to make the application acceptable.

As noted above, this amendment will clean up the discrepancies in the land use designation and zoning on this site. Additionally, since adopting the Eloy General Plan, there has been an increase in demand for industrial development opportunities in Eloy. The location of the Eloy 310 property adjacent to the I-10 makes good land use sense to meet this demand.

H. The extent to which the benefits of the plan amendment outweigh any of the impacts identified in subsections A through G of this section.

This amendment, in conjunction with the concurrent rezoning application, will allow for much-needed improvements to the existing undeveloped site well positioned at a major development corridor along the I-10. The proposed improvements will provide additional housing and employment for residents and workers in the City of Eloy and surrounding area. For these reasons it will create an excellent land use solution for this growing area of Eloy.

13. Conclusion

Eloy 310 will transform the existing undeveloped site into a development that will improve the existing entitlements to provide economic opportunities and an underrepresented service to residents, fulfilling a need in this area of the City. This request offers compatibility with existing development in the region while supporting the goals and objectives of the City of Eloy. The proposed request makes good land use sense for this property, maintains compatibility with the surrounding uses, and will be an economically attractive presence in the area.

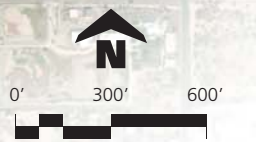
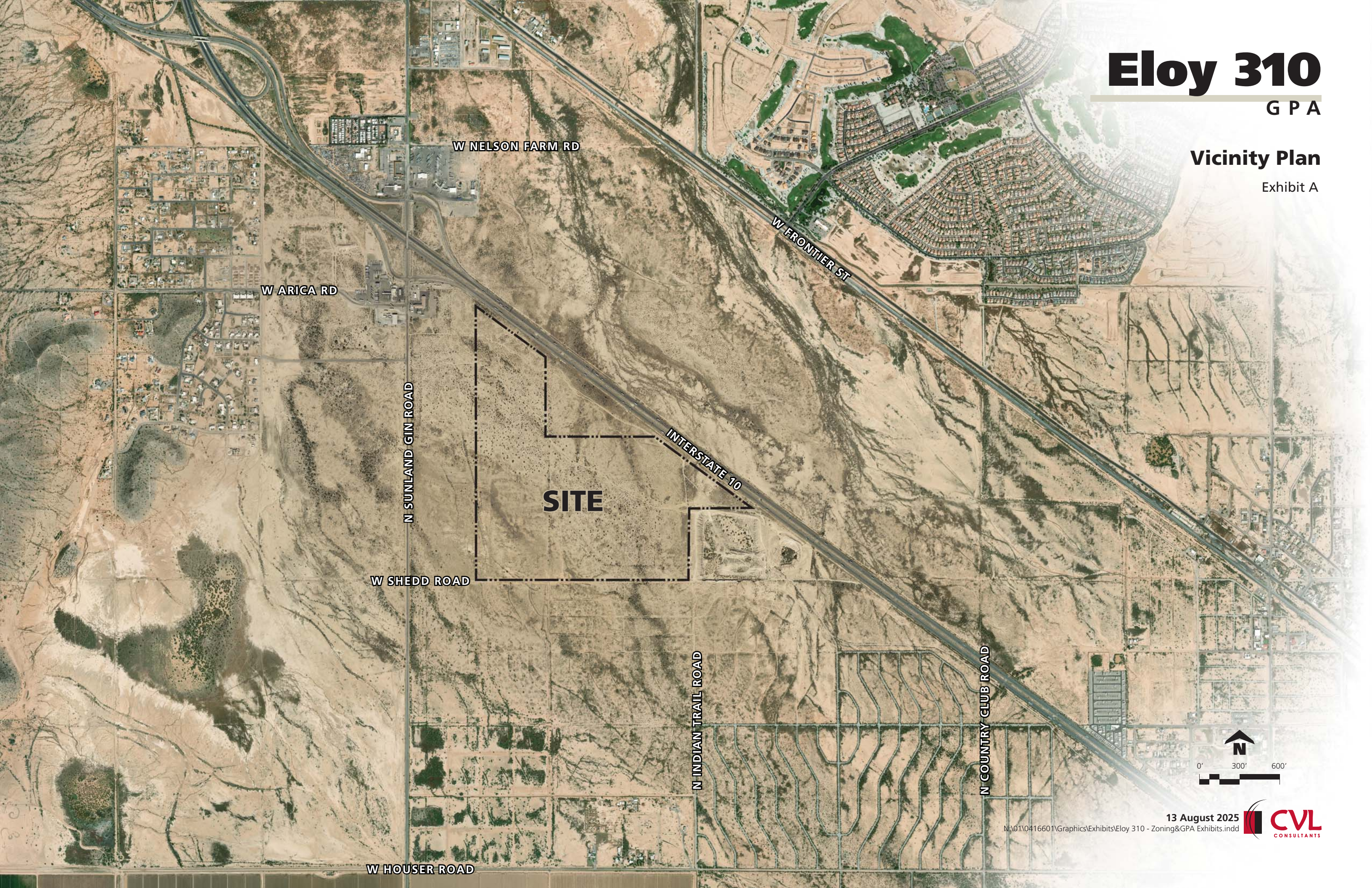
Thank you for your consideration. We respectfully request your approval of this request to establish the highest and best use for the Property.

Eloy 310

G P A

Vicinity Plan

Exhibit A

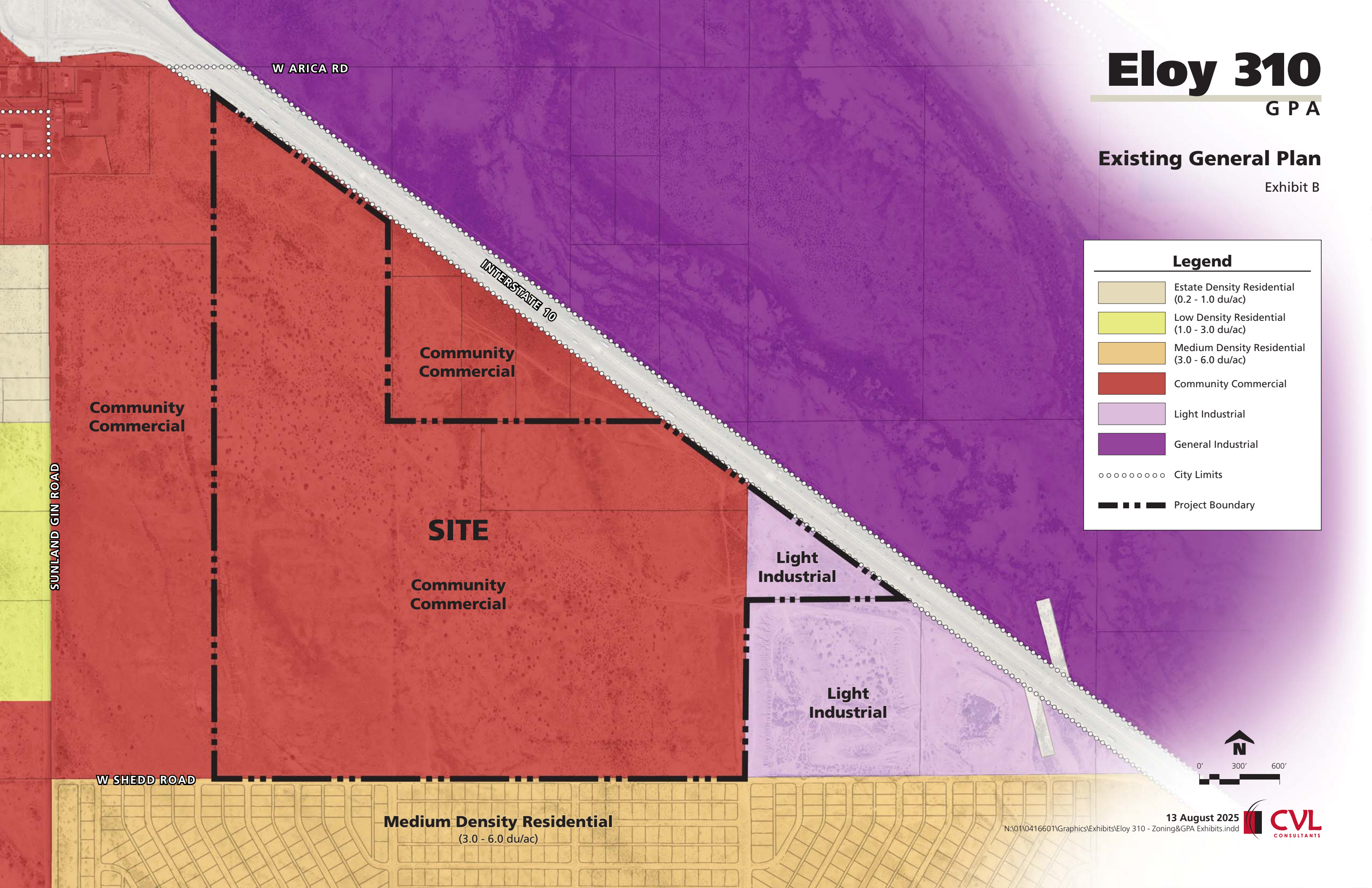


Eloy 310

G P A

Existing General Plan

Exhibit B



Legend

- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- Community Commercial
- Light Industrial
- General Industrial
- City Limits
- Project Boundary

SITE

Light Industrial

Light Industrial

Medium Density Residential
(3.0 - 6.0 du/ac)

13 August 2025

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Eloy 310

G P A

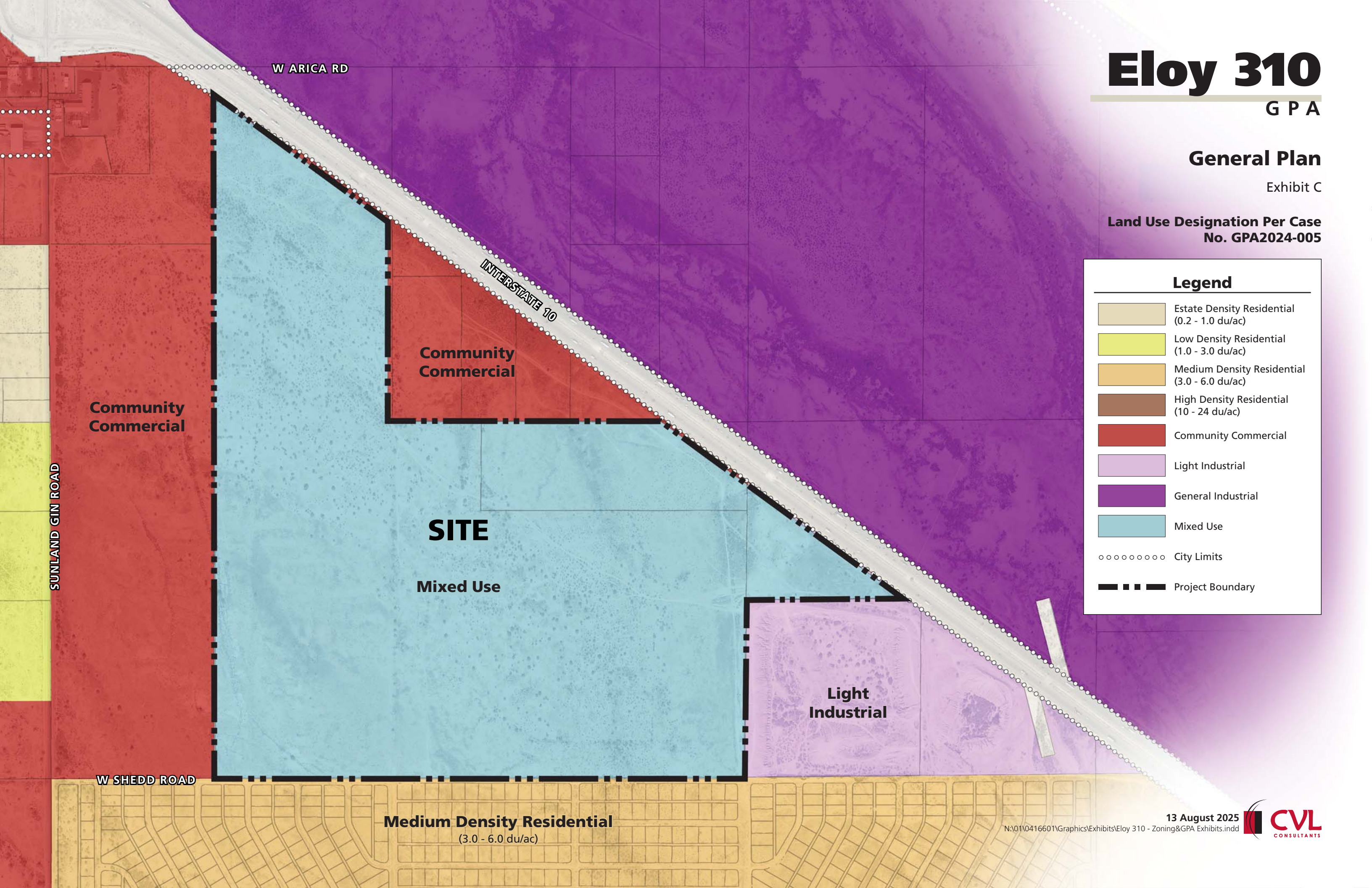
General Plan

Exhibit C

Land Use Designation Per Case
No. GPA2024-005

Legend

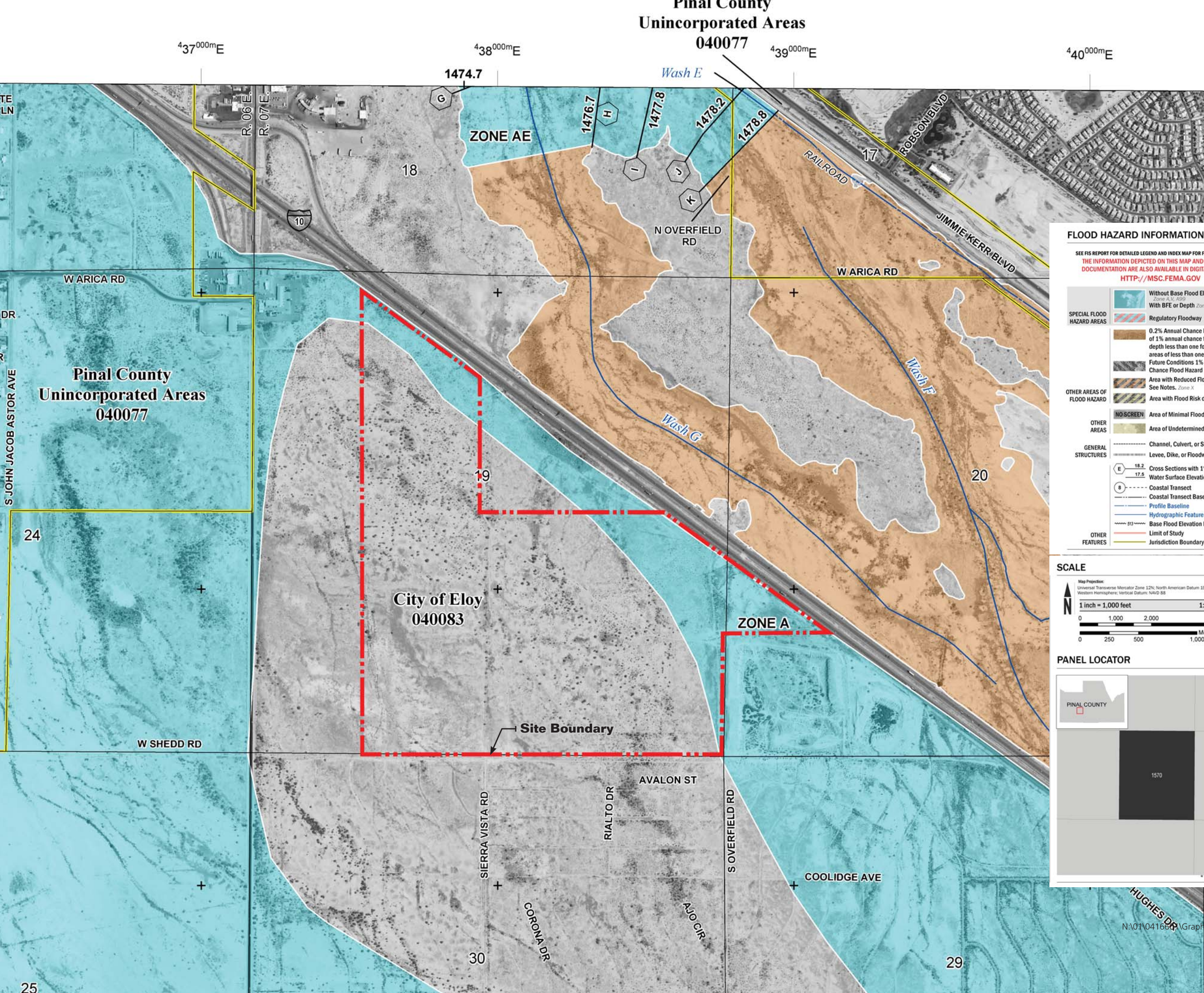
- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- High Density Residential (10 - 24 du/ac)
- Community Commercial
- Light Industrial
- General Industrial
- Mixed Use
- City Limits
- Project Boundary



13 August 2025

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Eloy 310

G P A

FEMA Map

Exhibit D

FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT [HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE)
		With BFE or Depth Zone AE, AO, AH, VE, AR
OTHER AREAS OF FLOOD HAZARD		Regulatory Floodway
		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee See Notes. Zone X
OTHER AREAS		Area with Flood Risk due to Levee Zone D
		Area of Minimal Flood Hazard Zone X
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		Cross Sections with 1% Annual Chance Water Surface Elevation
OTHER FEATURES		Coastal Transect
		Coastal Transect Baseline
OTHER FEATURES		Profile Baseline
		Hydrographic Feature
OTHER FEATURES		Base Flood Elevation Line (BFE)
		Limit of Study
OTHER FEATURES		Jurisdiction Boundary
		Jurisdiction Boundary

NOTES TO USERS

For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Map Service Center website at <http://msc.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in the community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was provided in digital format by the United States Geological Survey (USGS). This information was derived from digital orthophotography at a 2-foot resolution from photography dated 2010.

SCALE

Map Projection:
Universal Transverse Mercator Zone 12N; North American Datum 1983
Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 1,000 feet 1:12,000

0 1,000 2,000 4,000 Feet

0 250 500 1,000 Meters

PANEL LOCATOR

PINAL COUNTY

1570 1580

* PANEL NOT PRINTED

NATIONAL FLOOD INSURANCE PROGRAM

FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas

PANEL 1570 OF 2575

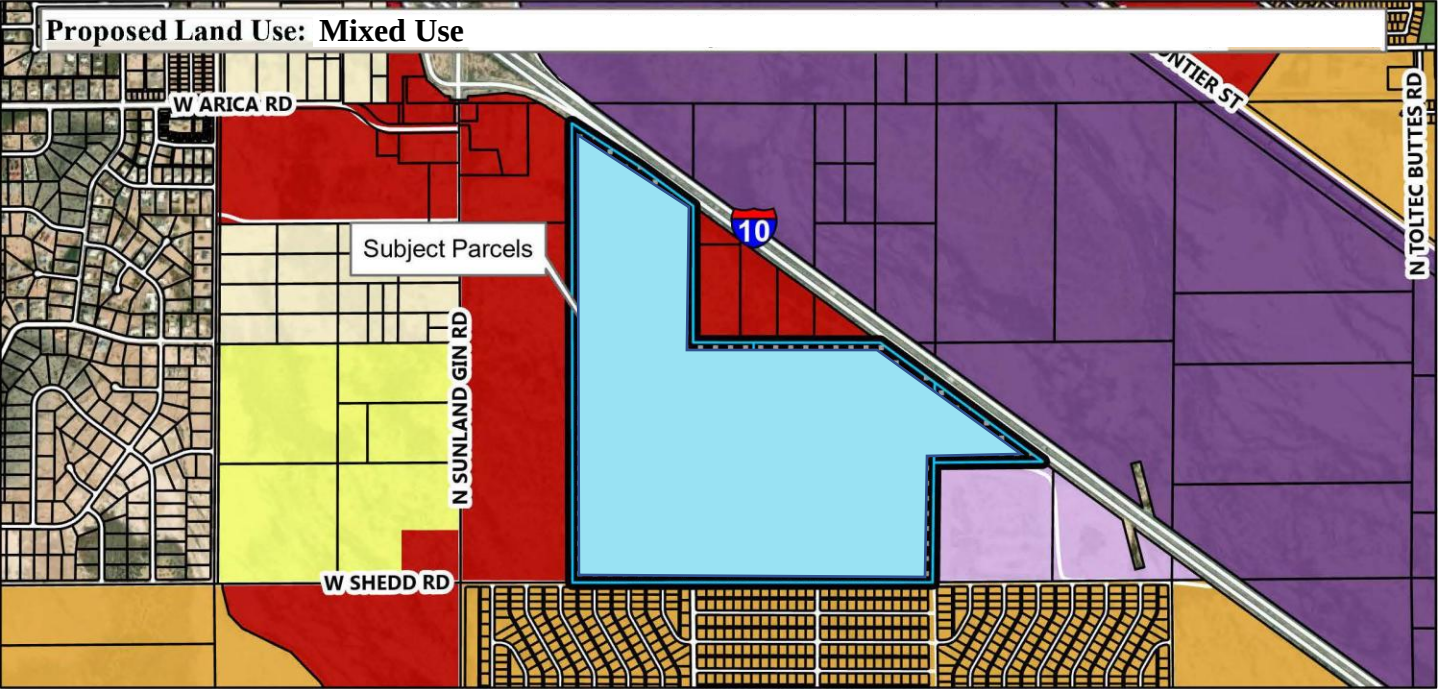
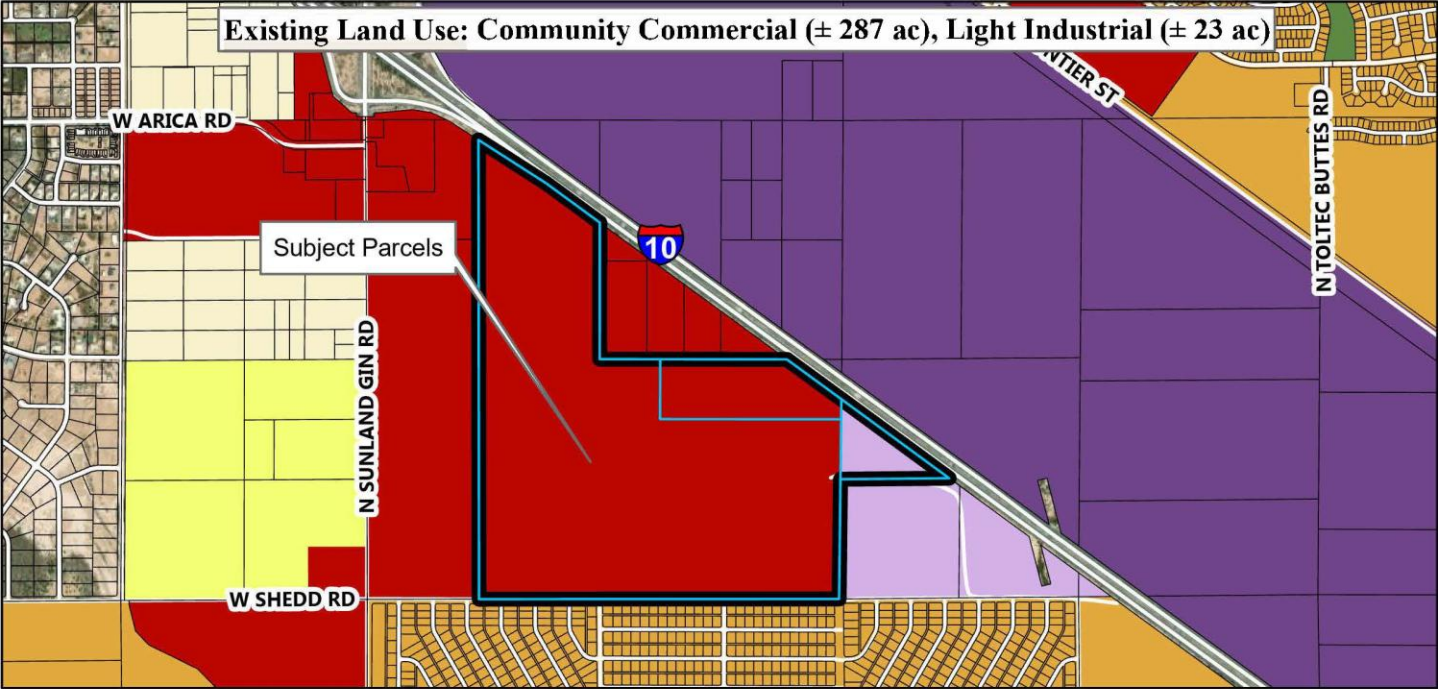
Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELOY, CITY OF	040083	1570	F
PINAL COUNTY	040077	1570	F

VERSION NUMBER 2.3.3.0
MAP NUMBER 04021C1570F
MAP REVISED MAY 16, 2019



4550 N 12th Street
Phoenix, AZ 85014



Existing Land Use: ± 287 acres - CC, ± 23 acres LI

Proposed Land Use ± 310 to Mixed Use

Eloy 310

General Plan Amendment Exhibit - Case No: GPA2024-005

Land Use

Residential

- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- Med-High Density Residential (6.0 - 12 du/ac)
- High Density Residential (10 - 24 du/ac)

Commercial

- Neighborhood Commercial
- Community Commercial

Industrial

- Light Industrial
- General Industrial

Other

- Parks/Open Space
- Mixed Use
- Public/Institutional
- Proposed Planned Community Area

Disclaimer: This map is for reference purposes only and is not suitable for legal, financial, engineering, or surveying purposes or commitments. The City of Eloy assumes no responsibility for errors, omissions, or inaccuracies presented, and shall have neither liability nor responsibility for any direct or indirect loss or damage in connection with, or arising from, the information on this map. Any conclusions derived from this map are the responsibility of the user.



Case No. RZ2024-004
City Staff Date of 12-17-2025

December 4, 2024
Revised: August 12, 2025
October 17, 2025

Eloy 310

Located south of the I-10 and east
of the northeast corner of Sunland
Gin Road and Shedd Road

City of Eloy, Arizona

Rezoning Application Narrative



4550 N 12th Street
Phoenix, AZ 85014
Job #: 1-01-04166-01

Rezoning Application Narrative

for

Eloy 310

City of Eloy, Arizona

Owner/Developer

RMG Real Estate Services III, L.L.C

c/o Vaulter

Attn: Tim Keenan

8800 N. Gainey Center Drive, Suite 255

Scottsdale, AZ 85258

Planning/Civil Engineering Consultant

CVL Consultants

4550 North 12th Street

Phoenix, Arizona 85014

Attn: Julie Vermillion

jvermillion@cvlci.com

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Exhibits

Vicinity Plan.....	Exhibit A
Existing Zoning Map	Exhibit B
Zoning Map	Exhibit C
Land Use Map	Exhibit D
Circulation Map.....	Exhibit E
FEMA Map	Exhibit F

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this request to the City of Eloy (City) for a new master planned development known hereto as Eloy 310 (the Project), an approximately 310 acre development generally located south of Interstate 10 (I-10) and east of the northeast corner of Sunland Gin Road and Shedd Road in the City of Eloy. The I-10 borders the site to the northeast, providing close connectivity between the Project and the regional transportation system. (Refer to Exhibit A, Vicinity Plan).

Eloy 310 creates an environment that promotes land uses to support the City by creating the framework for large-scale employment, services, and supporting uses suitable for this property positioned at a major development corridor along the I-10. This variety of compatible uses is permitted within the requested Light Industrial (I-1) and Multiple Family Residential (R-3) zoning districts.

The Project provides a comprehensive vision of land use opportunities allowing for a variety of multi-family, commercial, and industrial uses with consideration for appropriate transitional buffering between uses of differing intensities. The proposed plan allows the flexibility to prepare for future market conditions while addressing the need for industry, employment and housing in this area and mitigating conditions encumbering the site, such as the existing site access constraints and the designated Flood Zone A covering a significant portion of the land.

Eloy 310 achieves the aforementioned goals while providing the opportunity for development of the highest and best land use solution for this undeveloped property situated in a growing area of Eloy.

2. Purpose of Request

This application is a request to rezone the property from Single-Family Residential (R1-12) to the Light Industrial (I-1) and Multiple Family Residential (R-3) zones to facilitate the development of the Project as intended, and in conformation with the associated GPA application that has been currently submitted to change the property General Plan land use designation from Community Commercial and Light Industrial to Mixed Use (MU). Please refer to the companion GPA Application Narrative for additional details regarding the GPA request.

This zoning proposal takes into consideration the Property's proximity to the I-10, which is appropriate and well suited for higher intensity development, while

anticipating the access considerations and planning for necessary drainage channels that will encumber the developable area of the site. (Refer to Exhibits B and C, Existing Zoning Map and Zoning Map).

The vision for the Project is to integrate uses that will result in a coordinated, planned area with lasting and growing economic value. This request will establish the entitlements for the development of Eloy 310 as illustrated on the attached Zoning Map. The approval of this request as proposed provides benefits to the City such as necessary infrastructure improvements, entitlements to bring in shovel-ready industrial growth, and opportunities for housing in support of the City of Eloy General Plan goals further detailed in the accompanying GPA Application Narrative. (Refer to Exhibit D, Land Use Plan).

Plans and reports provided at this time are conceptual and subject to refinement throughout the site planning processes. Once vertical development opportunities are known, the applicant is required submit detailed plans for the Project, including detailed engineering, architectural, and site planning documents for formal review and approval by the City.

Development Standards

Eloy 310 will adhere to the City’s conventional design standards and permitted uses for the requested Light Industrial (I-1) and Multiple Family Residential (R-3) zones established by the City Code.

Site Data

This proposal’s comprehensive list of detailed site data is identified below for reference.

Site Data	
Gross Area	±310 acres
Assessor’s Parcel No.	40302014A, 40303005B, 403020230
Existing Use	Undeveloped desert land
Existing General Plan	Community Commercial (CC), Light Industrial (LI)
Proposed General Plan	Mixed Use (MU)
Existing Zoning	Single Family Residential 12,000 minimum lot size (R1-12)
Proposed Zoning	Light Industrial (I-1), Multiple Family Residential (R-3)

3. Existing Conditions

The Property is located within Section 19, Township 7 South, Range 7 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona. The site is further identified as Assessor Parcel Numbers 40302014A, 40303005B, and 403020230, consisting of approximately 310 acres of undeveloped desert land. The Property generally slopes to the northwest, and soils within the site consist predominantly of Casa Grande fine sandy loam. One point of access to the site will be provided from Sunland Gin Road, and at least one point of access will be provided from Shedd Road that connects to Sunland Gin Road. Regionally, the Property is to the immediate southwest of I-10, which creates a route from the Project to metro Phoenix, Tucson, and further outlying communities.

4. Relationship to Surrounding Properties

The immediate surrounding area is within the jurisdiction of the City of Eloy. The character and zoning of the surrounding properties are detailed below.

Direction	Use	Zoning	General Plan
Northeast	Undeveloped desert land and the I-10, and further northeast is the undeveloped desert land planned for the Interstate 10-8 Business Park.	R1-12, I-2 PAD	Community Commercial and General Industrial
South	Shedd Road and, further south is the Toltec / Arizona Valley subdivision.	R1-12	Medium Density Residential
East	Undeveloped desert land and the I-10.	R1-12	Light industrial
West	Undeveloped desert land and further west Sunland Gin Road.	R1-12 and C-2	Community Commercial

The proposed plan for Eloy 310 is an appropriate land use for this property that will complement the existing and planned development and support the growth planned in this area of the City.

5. Community Services

Service	Provider
Police	Eloy Police Department
Fire	Eloy Fire District
Library	Eloy Santa Cruz Library
School Districts	Toltec Elementary School District, Casa Grande Union High School District

The City of Eloy Police Department is located at 630 N. Main St. Eloy, Arizona, 85131 approximately 8 miles southeast of the Property.

The nearest fire protection facility is currently the Eloy Fire District Station 522, located at 4015 N. Toltec Rd. Eloy, Arizona 85131, approximately 5 miles east of the Property.

6. Utilities and Services

All proposed utility systems and plans will be accessed and designed to the standards of the City of Eloy and the utility provider and submitted for staff review and approval with future development and permit applications. All required infrastructure improvements will be provided by the property development as part of the future development and permit applications.

Service	Provider
Sewer	City of Eloy
Water	City of Eloy
Electric	Arizona Public Service (APS)
Telephone	CenturyLink, Cox Communications
Gas	Southwest Gas Corporation
Solid Waste	City of Eloy
Fire Protection	City of Eloy

Water

The Property is located within the water service area of the City of Eloy. The following summarizes CVL's findings of the proposed water system required to serve the Project.

- A system of 8-inch waterlines will be designed to provide the Project with adequate water service and fire protection.
- The water service connections will be made to the existing 8-inch waterline located west of the site within Sunland Gin Road. The development will be served by Pressure Zone 2, specifically through Toltec site, located approximately 3 miles east and 1 mile south of the site.

Wastewater

The Property is located within the wastewater service area of the City of Eloy. The following summarizes CVL's findings of the proposed wastewater system required to serve The Development.

- A system of 8 and 12-inch sewer lines is being designed to provide the Project with adequate sewer service.
- The wastewater collection system will flow by gravity to the proposed lift station which will pump flows to the existing 12-inch sewer main within Sunland Gin Road. Wastewater flows will be conveyed to the existing Eloy WWTP located approximately 4.5 miles east and 1.25 miles south of the site.

7. Circulation

Eloy 310 is generally located south of Interstate 10 (I-10) and east of the northeast corner of Sunland Gin Road and Shedd Road. The site will be served by internal roadways with two primary access points provided to the surrounding roadway network. Willow Peak Avenue, a Commercial Collector roadway, will be constructed approximately 1,500 feet south of Mountain View Avenue to provide access to Sunland Gin Road. Additionally, the alignment of Shedd Road will be improved as a Commercial Collector to provide access to Sunland Gin Road from the south side of the site. The I-10 is approximately 3,000 feet north of the closest access point to the site. (Exhibit E, Circulation Map).

A traffic impact analysis was prepared to determine the infrastructure need to mitigate the effects of the rezoning and subsequent development of the property and has been provided with this application. Finite infrastructure improvements and details, interior street patterns, and access and circulation for each parcel will be detailed during the site planning process.

8. Phasing of Development

The Project is anticipated to be developed in multiple phases. With each phase of development, vehicular connectivity will be provided to the regional transportation system to ensure that each phase of the Project will stand alone and comply with code requirements. Two points of vehicular access to each phase/building of development will be provided when required in accordance with City Code.

9. Drainage

The Pinal County, Arizona Flood Areas Flood Insurance Rate Map (FIRM), panel number 04021C1570F (Map revised May 16, 2019), indicates the site falls predominantly within Zone X (unshaded), with a large portion falling within Zone A. If necessary or required, a CLOMR will be completed. (Exhibit F, FEMA Map).

- Zone X (shaded) is defined by FEMA as: “Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.”
- Zone A is defined by FEMA as: “Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.”

Off-site flows to the site will maintain historic inlet and outlet locations and hydraulic characteristics. Analysis of off-site flows and design of any required conveyance corridors will be provided, which will be prepared for the preliminary and final plats.

The site’s design will not cause adverse drainage impacts or increased drainage problems for adjacent properties, upstream or downstream.

10. Landscape and Open Space

The proposed landscape and open space standards for the Property shall comply with the City zoning ordinance requirements for the Light Industrial (I-1) and Multiple Family Residential (R-3) zones. The landscape character, materials, and style of the Project shall be complementary between all land uses and shall not create a defined line of land use boundary.

Open space areas will be primarily focused on creating a feeling of spaciousness, using uniform details and plant materials, providing a variety of screening techniques and setbacks for visual interest, and creating linear connections to unify the Property. Where required by the zoning ordinance, open space buffers shall be provided separating the multi-family residential use from the industrial use.

The multiple residential development shall adhere to the open space requirements of subsection 15-4-3B of the City zoning ordinance. Pursuant to the City zoning ordinance, the multiple family residential development shall be required to provide

a minimum of four hundred (400) square feet of usable open space per dwelling unit. Usable open spaces may include both active and passive uses including, but not limited to pool facilities, open turf areas, trails (not including sidewalks between buildings), ballfields, tot lots and other similar features.

11. Project Signage

Entry signage and landscaping will provide a sense of arrival for all land uses. All signage within the Project shall conform to City standards. Permanent project signage will be located at multiple points of entry to each of the proposed land uses. Signage locations and quantities will vary based on the selected land use allocations and city requirements under separate permits.

12. Architectural Guidelines

Development within the Project shall comply with City requirements and provide cohesive architectural colors and materials to establish a unified theming for the development. Architectural design, including its scale, massing, site plan, exterior design, and landscaping, will enhance the appearance and features of the project site and the surrounding natural and built environment. Specific product type and elevations will be provided during the City's site plan and design review process.

All development within the Project shall be subject to the City's design review process, as required. Site and building shall provide for architectural features that meet or exceed City requirements and fit within the character of the zones proposed.

13. General Plan Conformance

Eloy 310 is consistent with the goals and policies established by the City of Eloy General Plan. As described below, this request conforms with the key concepts identified for future growth within the City.

Land Use

The Land Use element of the General Plan analyzes the existing patterns of land use and identifies the changes that are needed to realize the community's vision for Eloy's future. Eloy 310 furthers the featured land use goals identified below.

Goal 3.1.1.1 Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.

Goal 3.1.1.2. Maintain, update and create standards and guidelines to which developments should adhere in an effort to achieve a sustainable community.

Eloy 310 establishes both residential and employment land uses to support the range of uses encouraged by the General Plan. The Project will comply with the standards and guidelines established by the City Code.

Housing

The Housing element of the General Plan addresses several aspects of Eloy's housing supply and recommends strategies and actions for the future of Eloy. Eloy 310 furthers the housing goal featured in the list below.

Goal 3.5.1.2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.

Eloy 310 proposes a higher density housing option to support the City's goal to meet the needs of various levels of income and lifestyles. The residential use proposed increases the opportunity for affordable housing options and supports the diversity of housing types in the City.

Economic Prosperity

The Economic Prosperity element of the General Plan addresses the local economy, which helps determine the rate of growth in a community, the prosperity of its residents, and the resources available to the City government to carry out capital improvement projects, desired programs and services, and other public improvements. Eloy 310 furthers the economic goals featured in the list below.

Goal 3.10.1.1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.

Goal 3.10.1.2. Brand Eloy as a prime regional location for business, community growth and capital investment.

Eloy 310 proposes the entitlements for a new area of light industrial development in support of the City's economic goals to attract employers to the area. The proposed residential growth resulting from the residential portion of Eloy 310 could have a resulting increase in retail and service business activities.

Parks, Open Space, and Trails

The intent of the Parks, Open Space, and Trails element of the General Plan is to address Eloy's current and future networks of parks, open space, and trails, which are an asset to quality of life in Eloy. A selection of the goals met by Eloy 310 are listed below.

Goal 3.4.1.1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.

Goal 3.4.1.2. Provide a wide variety of organized recreation opportunities for residents of all ages.

Eloy 310 furthers these plan elements by planning for active and passive green space and a neighborhood amenity area located within the residential component of the Project in accordance with the City Code requirements. The amenity plan and recreational facilities shall be determined and provided later in the development process.

Circulation

The Circulation element of the General Plan describes the City's roads, pathways, and other means for people to get from place to place. It assesses how Eloy's transportation network is functioning, address where development that impact the transportation system might occur and determine the improvements that are needed. The featured circulation goals listed below are applicable to the Eloy 310.

Goal 3.2.1.1. Encourage public safety through appropriate street design.

Goal 3.2.1.2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region.

All new streets within Eloy 310 will be constructed to meet City of Eloy standards. As recommended by the City, Eloy 310 proposes two Commercial Collector roadway connections to Sunland Gin Road.

14. Issues for Consideration (Amendments to Zoning Map (Rezone))

In determining whether to approve, approve with conditions, or deny proposed Official Zoning Map amendments, issues for consideration shall include but not be limited to:

A. Consistency (or lack thereof) with the adopted Eloy General Plan, and other adopted plans;

Eloy 310 is consistent with the goals and policies established by the City of Eloy General Plan. As described below, this request conforms with the key concepts identified for future growth within the City.

- *Land Use. Goal 3.1.1.1 Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.*
 - *Eloy 310 establishes both residential and employment land uses to support the range of uses encouraged by the General Plan. The Project will comply with the standards and guidelines established by the City Code.*
- *Housing. Goal 3.5.1.2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.*
 - *Eloy 310 proposes a higher density housing option to support the City's goal to meet the needs of various levels of income and lifestyles. The residential use proposed increases the opportunity for affordable housing options and supports the diversity of housing types in the City.*
- *Economic Prosperity. Goal 3.10.1.1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.*
 - *Eloy 310 proposes the entitlements for a new area of light industrial development in support of the City's economic goals to attract employers to the area. The proposed residential growth resulting from the residential portion of Eloy 310 could have a resulting increase in retail and service business activities.*
- *Parks, Open Space, and Trails. Goal 3.4.1.2. Provide a wide variety of organized recreation opportunities for residents of all ages.*
 - *Eloy 310 furthers these plan elements by planning for active and passive green space and a neighborhood amenity area located within the residential component of the Project in accordance with the City Code requirements. The amenity plan and recreational facilities shall be determined and provided later in the development process.*

- *Circulation. Goal 3.2.1.2. Improve “Level of Service” through coordinated street design, signal spacing and access management within the community and the surrounding region.*
- *All new streets within Eloy 310 will be constructed to meet City of Eloy standards. As recommended by the City, Eloy 310 proposes two Commercial Collector roadway connections to Sunland Gin Road.*

By advancing these adopted goals, the rezoning request is consistent with the intent of the General Plan and supports orderly growth.

B. Compatibility with the existing zoning and conforming uses of nearby property and with the character of the neighborhood;

The property is surrounded by primarily undeveloped land and the I-10 to the immediate northeast. An existing gas station and motel are located generally to the northwest on Sunland Gin Road. The existing subdivision located south of Shedd Road is primarily undeveloped. The Property is currently split between the City of Eloy General Plan’s Community Commercial and Light Industrial land use categories. Both categories are incompatible with the site’s existing zoning of R1-12 Single Family Residential (12,000 sq. ft.). Due to this incompatibility, a General Plan Amendment and Rezoning request would be necessary to pursue development of the property. ‘

C. Suitability of the subject property for uses permitted by the proposed zoning district;

The property is in a growing economic corridor along the I-10, providing a suitable location for light industrial and residential uses. The site is in an adequate and appropriate location for the uses proposed for the Project.

D. Suitability of the subject property for uses permitted by the existing district; and

The current zoning for low density residential use is not the most appropriate or functional designation for the property’s proximity to the I-10 and to the existing gas station and motel generally to the northwest. The property’s configuration and surroundings to the immediate northeast and west are better suited for the proposed industrial and higher density housing.

E. Availability of sewer and water facilities.

The Property is located within the water and wastewater service area of the City of Eloy. Existing water infrastructure adjacent to the project boundary includes a 12-inch waterline within I-10 north of the site and a 12-inch that reduces to an 8-inch waterline within Sunland Gin Road. Additionally, an existing water storage tank and pump station is approximately 3 miles east and 1 mile south from the site. Proposed distribution lines will be designed throughout the master plan based on City design criteria to provide water service and fire protection to the Project. For detailed information on the existing infrastructure and

proposed improvements to serve the Project, please refer to the Water Master Plan provided with this application.

Existing wastewater infrastructure adjacent to the project boundary includes an existing 12-inch sewer main within Sunland Gin Road, west of the site and an existing lift station. For detailed information on the existing infrastructure and proposed improvements to serve the Project, please refer to the Wastewater Master Plan provided with this application.

15. Conclusion

Eloy 310 will transform the existing undeveloped site into a development that will improve the existing entitlements to provide economic opportunities and an underrepresented service to residents, fulfilling a need in this area of the City. This request offers compatibility with existing development in the region while supporting the goals and objectives of the City of Eloy noted above. As demonstrated above, the proposed request makes good land use sense for this property, maintains compatibility with the surrounding uses, and will be an economically attractive presence in the area.

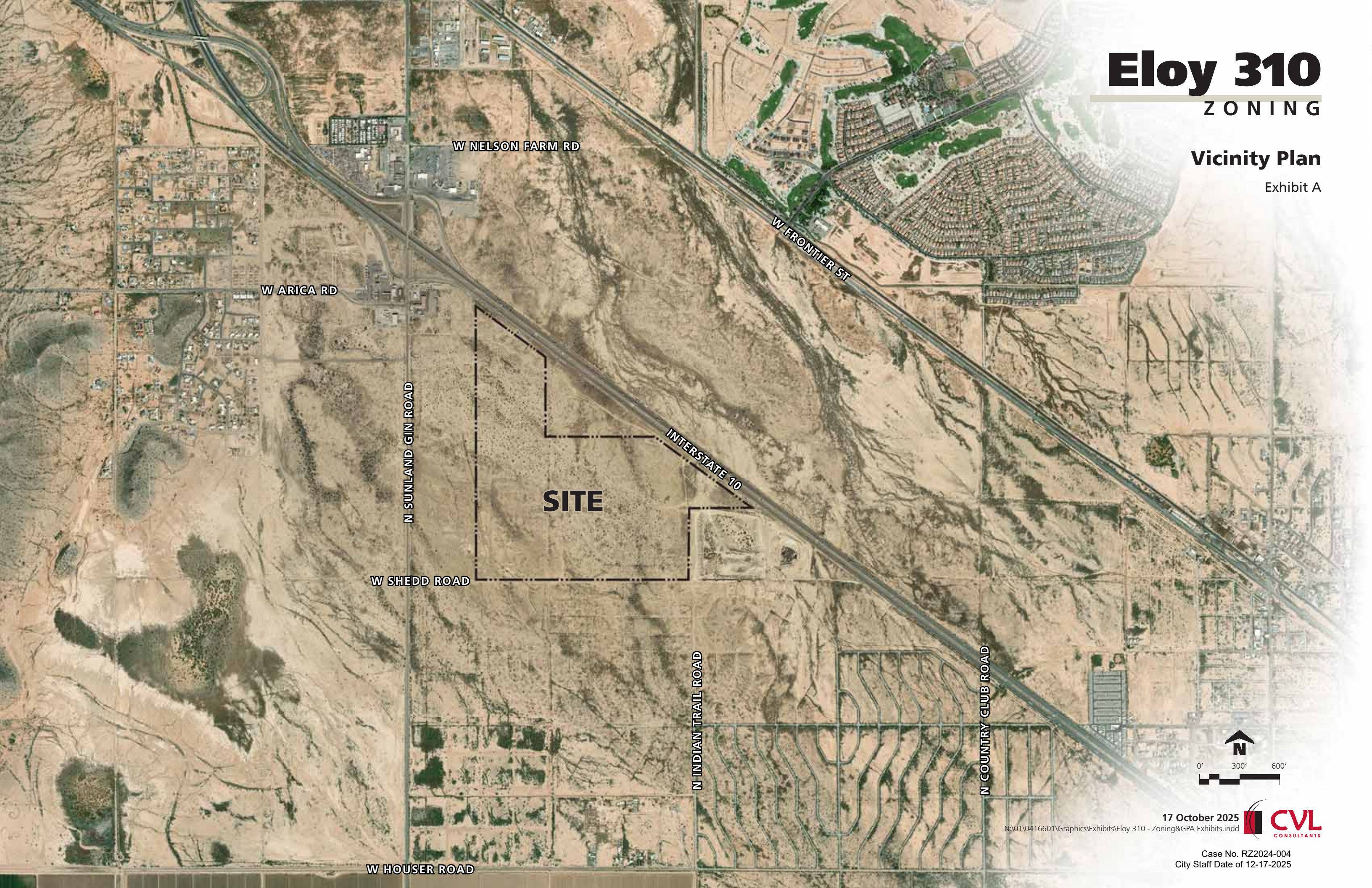
Thank you for your consideration. We respectfully request your approval of this request to establish the highest and best use for the Property.

Eloy 310

ZONING

Vicinity Plan

Exhibit A



Eloy 310

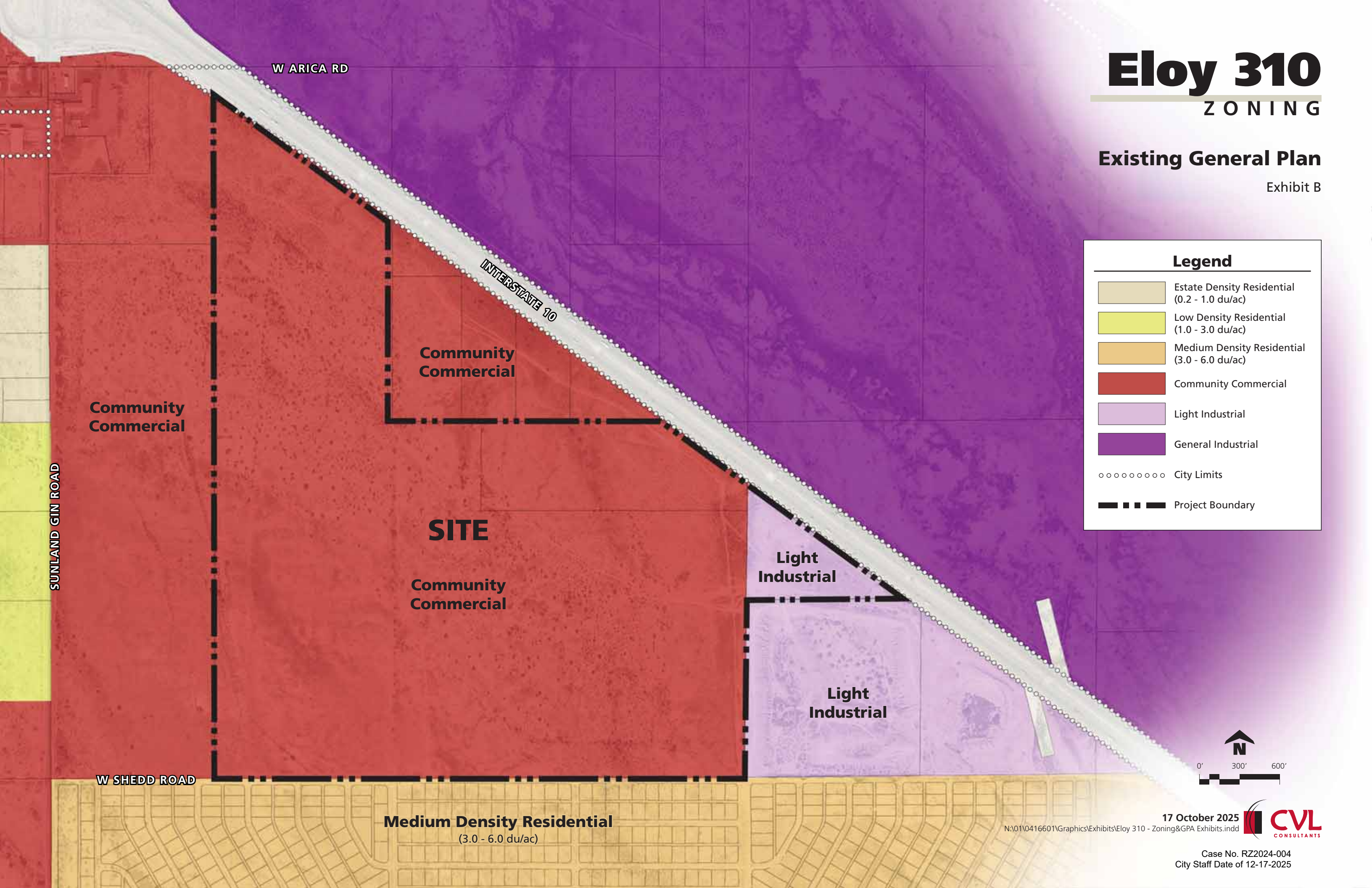
ZONING

Existing General Plan

Exhibit B

Legend

-  Estate Density Residential (0.2 - 1.0 du/ac)
-  Low Density Residential (1.0 - 3.0 du/ac)
-  Medium Density Residential (3.0 - 6.0 du/ac)
-  Community Commercial
-  Light Industrial
-  General Industrial
-  City Limits
-  Project Boundary



17 October 2025

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Case No. RZ2024-004
City Staff Date of 12-17-2025

Eloy 310

ZONING

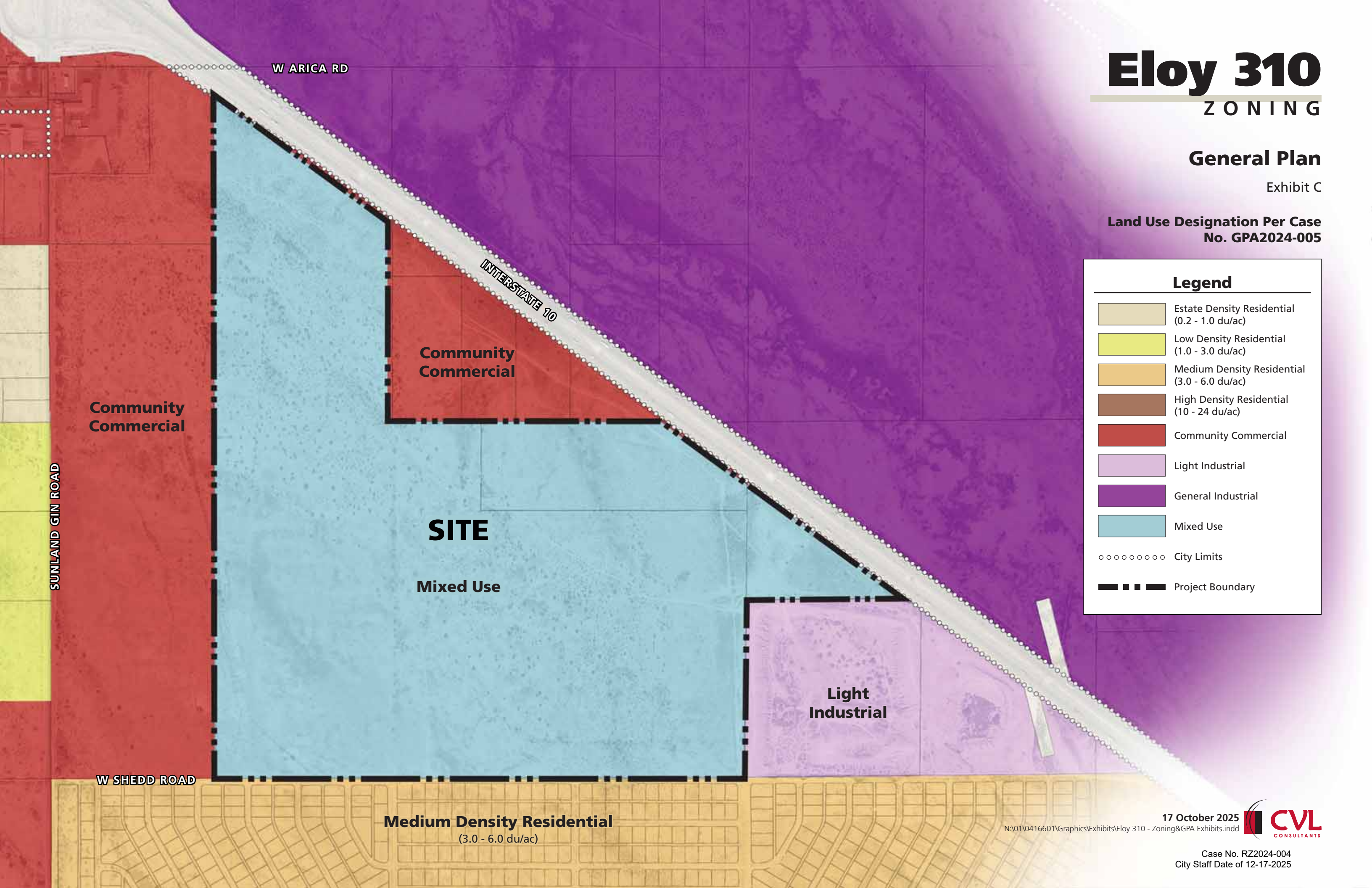
General Plan

Exhibit C

Land Use Designation Per Case
No. GPA2024-005

Legend

	Estate Density Residential (0.2 - 1.0 du/ac)
	Low Density Residential (1.0 - 3.0 du/ac)
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Light Industrial
	General Industrial
	Mixed Use
	City Limits
	Project Boundary



Eloy 310

ZONING

Existing Zoning Map

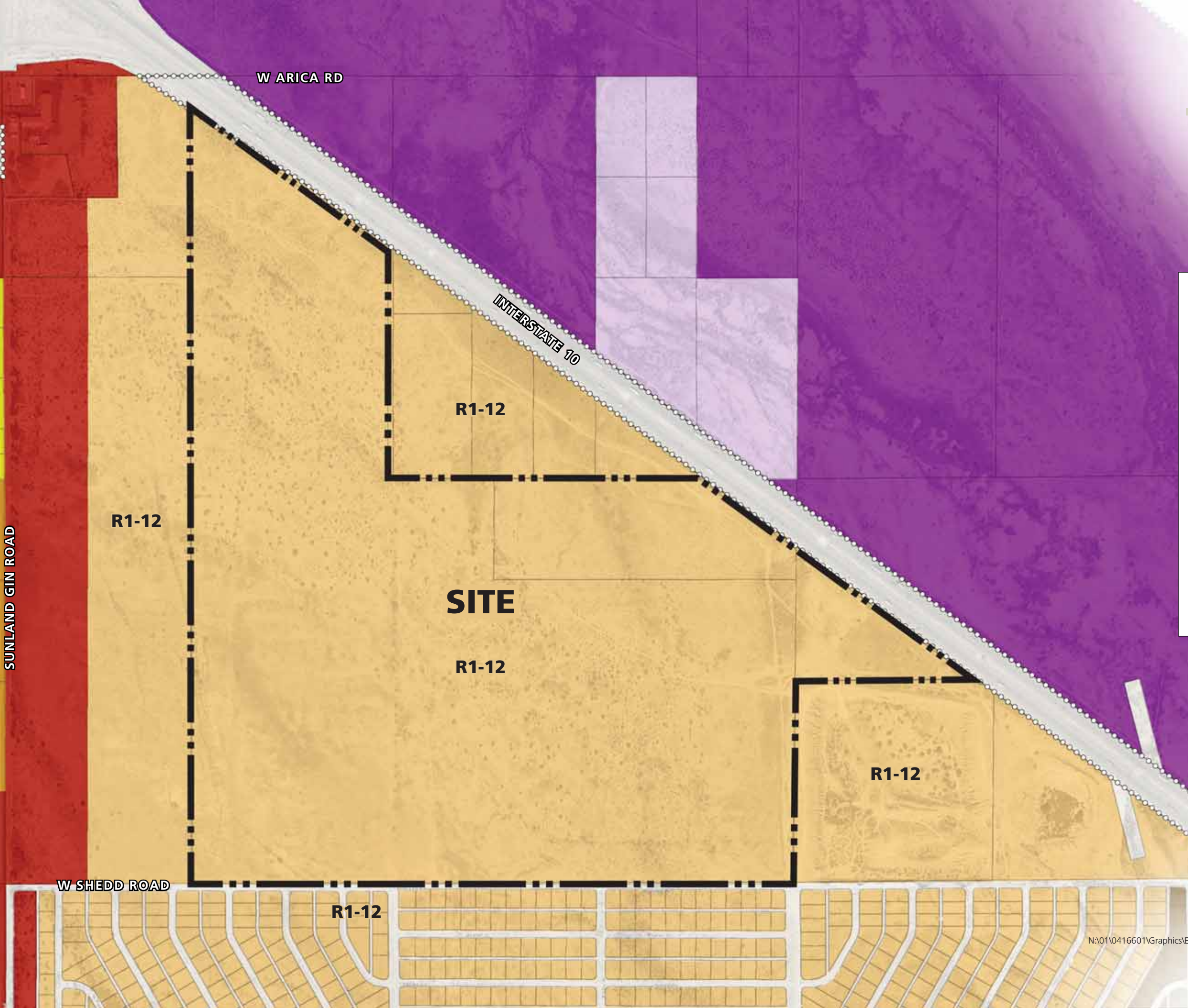
Exhibit D

Legend

-  R1-43 Estate Residential (43,560 sq. ft.)
-  R1-12 Single Family Residential (12,000 sq. ft.)
-  R1-6 Single Family Residential (6,000 sq.ft.)
-  R-3 Multiple Family Residential (10-24 du/acre)
-  C-2 General Commercial
-  I-1 Light Industrial
-  I-2 General Industrial

○ ○ ○ ○ ○ ○ ○ ○ City Limits

■ ■ ■ ■ ■ Project Boundary



17 October 2025

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Case No. RZ2024-004
City Staff Date of 12-17-2025

Eloy 310

ZONING

Zoning Map

Exhibit E

Zoning Designation Per Case No. RZ2024-004

Legend

-
-  R1-43 Estate Residential (43,560 sq. ft.)
 R1-12 Single Family Residential (12,000 sq. ft.)
 R1-6 Single Family Residential (6,000 sq.ft.)
 R-3 Multiple Family Residential (10-24 du/acre)
 C-2 General Commercial
 I-1 Light Industrial
 I-2 General Industrial
 City Limits
 Project Boundary

W A R I C A R D

INTERSTATE 10

R1-12

SITE

I-1 Light Industrial

R-3 Multiple Family Residential

R1-12

R1-12

W SHEDD ROAD

SUNLAND GIN ROAD

17 October 2025
Zoning&GPA Exhibits.indd



Case No. RZ2024-004
City Staff Date of 12-17-2025

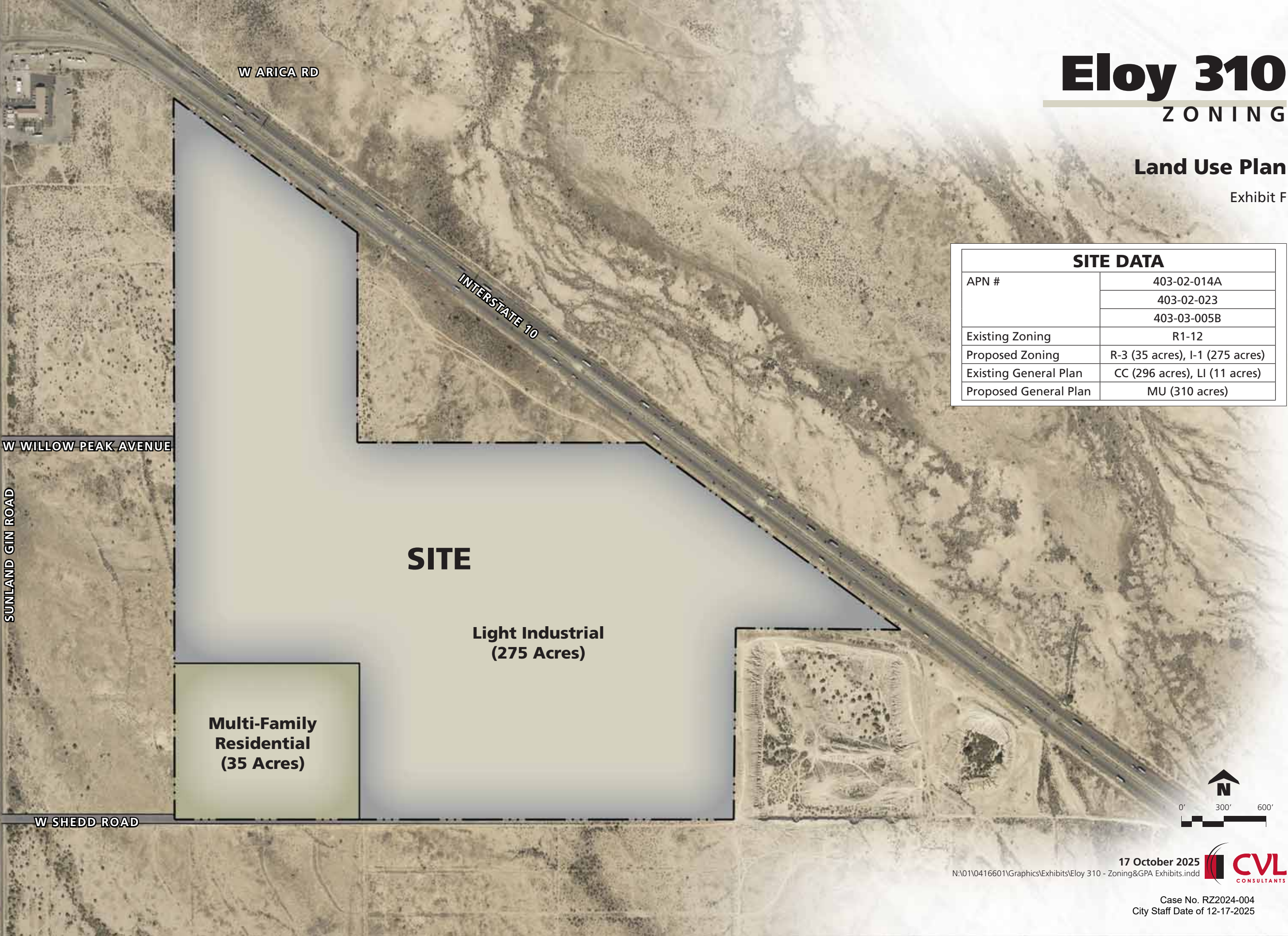
Eloy 310

ZONING

Land Use Plan

Exhibit F

SITE DATA	
APN #	403-02-014A
	403-02-023
	403-03-005B
Existing Zoning	R1-12
Proposed Zoning	R-3 (35 acres), I-1 (275 acres)
Existing General Plan	CC (296 acres), LI (11 acres)
Proposed General Plan	MU (310 acres)



Eloy 310

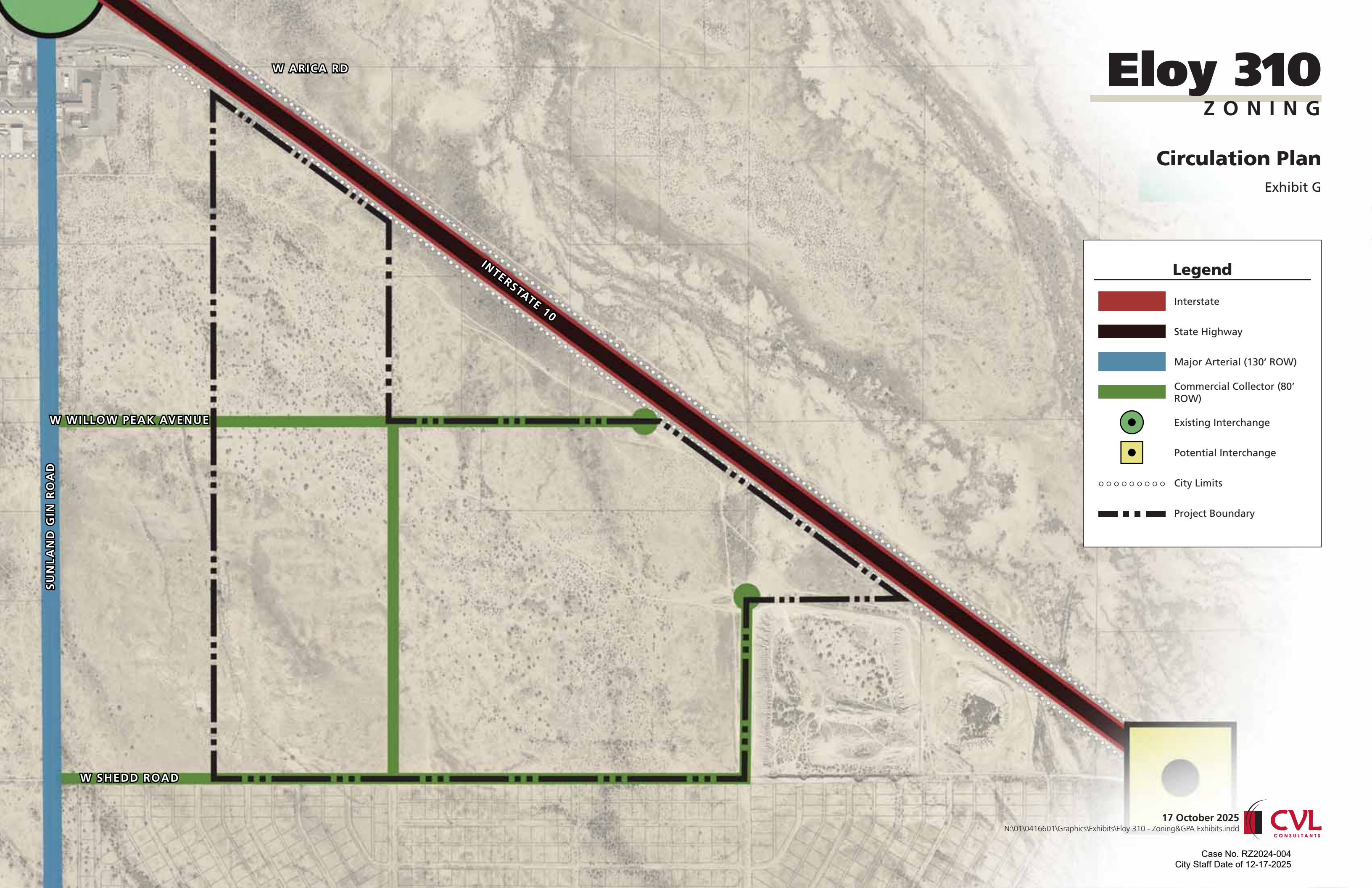
ZONING

Circulation Plan

Exhibit G

Legend

-  Interstate
-  State Highway
-  Major Arterial (130' ROW)
-  Commercial Collector (80' ROW)
-  Existing Interchange
-  Potential Interchange
-  City Limits
-  Project Boundary

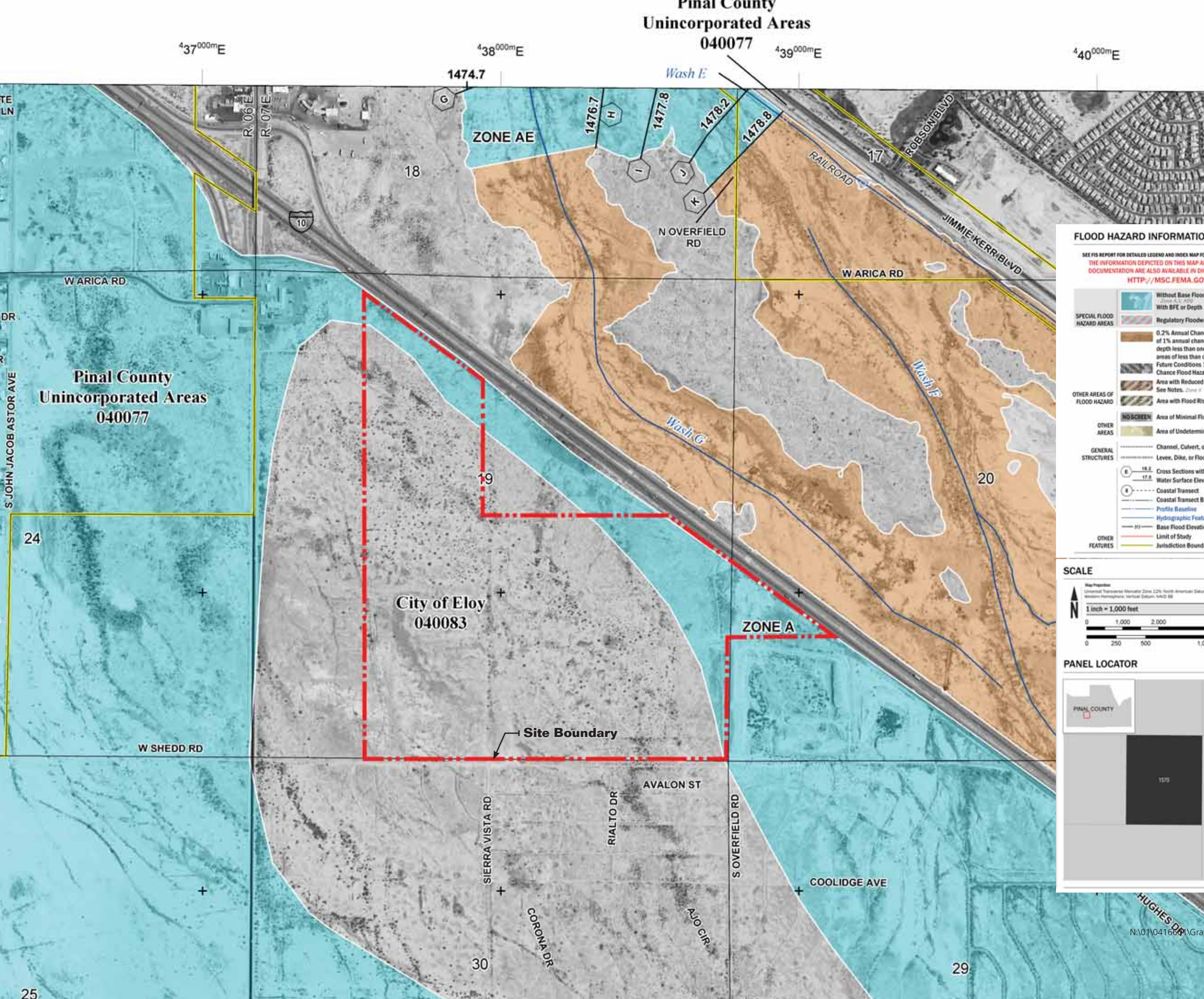


17 October 2025

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Case No. RZ2024-004
City Staff Date of 12-17-2025



Eloy 310

ZONING

FEMA Map

Exhibit H

FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT [HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE)
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee See Notes, Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS OF FLOOD HAZARD

- NO SCREEN Area of Minimal Flood Hazard Zone X
- Area of Undetermined Flood Hazard Zone D

OTHER AREAS

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

GENERAL STRUCTURES

- Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- Base Flood Elevation Line (BFE)
- Limit of Study

OTHER FEATURES

- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information Exchange at 1-877-FEMA-MAP (1-877-362-6271) or visit the FEMA Map Service Center website at <http://msc.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of the map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Map Information Exchange.

Communities receiving land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM index. These may be ordered directly from the Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in the community, contact your insurance agent or call the National Flood Insurance Program at 1-800-658-6022.

Base map information shown on this FIRM was provided in digital format by the United States Geological Survey (USGS). This information was derived from digital orthophotography at a 2-foot resolution from photography dated 2010.

SCALE

Map Projection:
Universal Transverse Mercator Zone 12N, North American Datum 1983
Western Hemisphere, Vertical Datum, NAVD 88

1 inch = 1,000 feet 1:12,000

0 1,000 2,000 4,000 Feet

0 250 500 1,000 Meters

PANEL LOCATOR

PINAL COUNTY

1570 1560

* PANEL NOT PRINTED

FEMA

National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

PINAL COUNTY, AZ
And Incorporated Areas

PANEL 1570 of 2575

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELIZ. CITY OF PINAL COUNTY	040083 040077	1570 1575	#

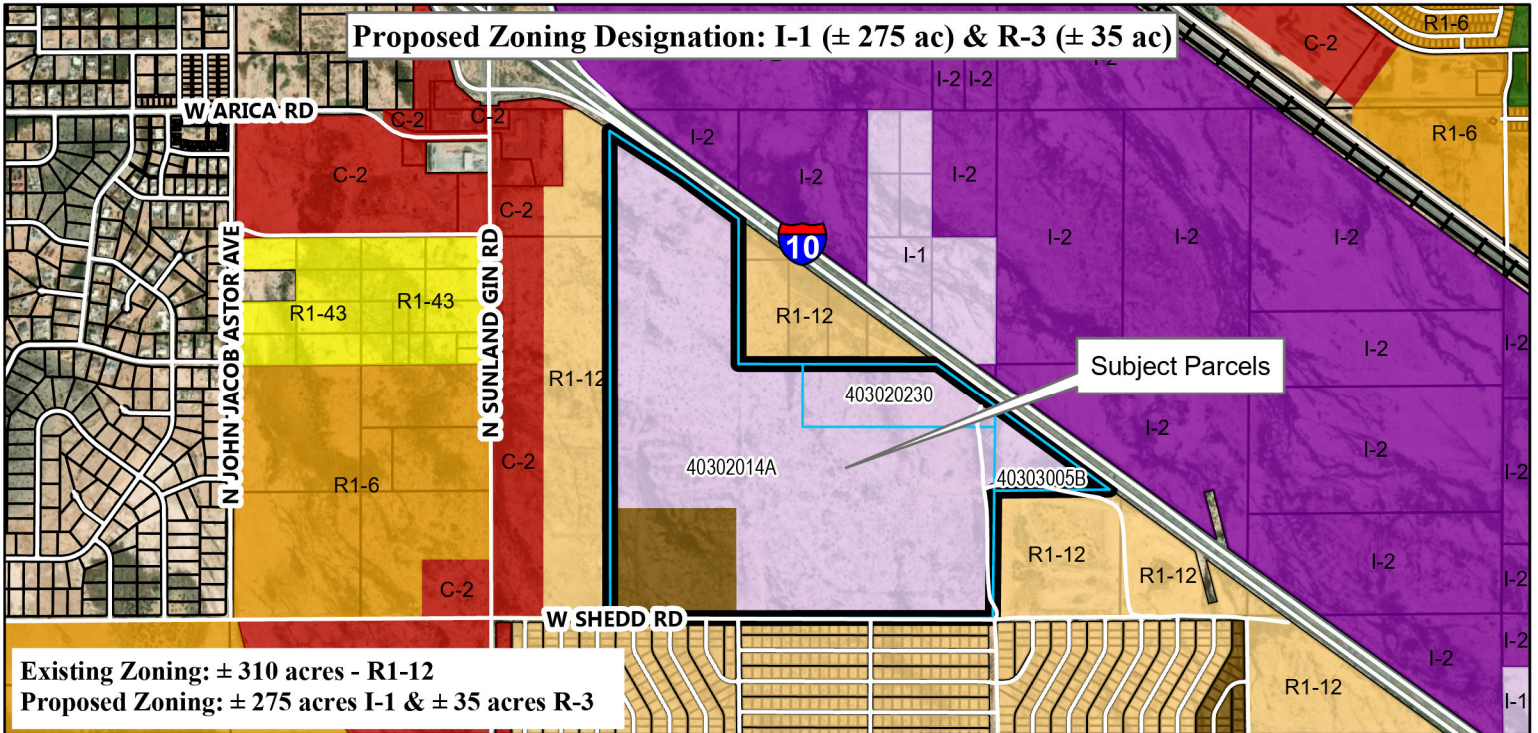
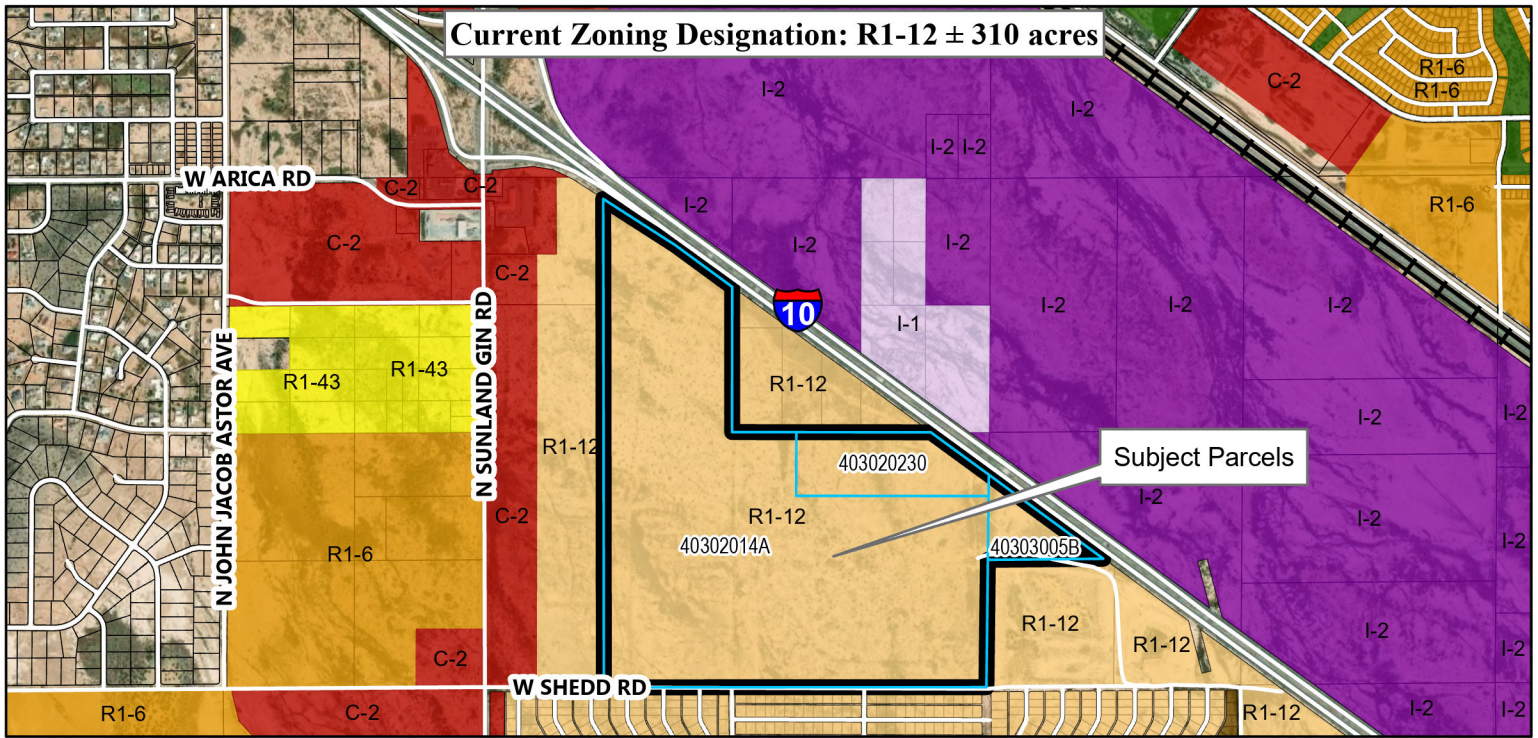
VERSION NUMBER
2.3.3.0

MAP NUMBER
04021C1570F

MAP REVISED
MAY 16, 2019



4550 N 12th Street
Phoenix, AZ 85014



Eloy 310

Rezoning Exhibit - Case No: RZ2024-004

Zoning Designations

Single Family

- RR-20 Rural Residential
- RR-5 Rural Residential
- RR-2.5 Rural Residential
- R1-54 Estate Residential
- R1-43 Estate Residential
- R1-12 Single Family Residential
- R1-6 Single Family Residential

Multi-Family

- R-2 Small Lot Residential
- R-3 Multiple Family Residential

Commercial

- C-1 Neighborhood Commercial
- C-2 General Commercial
- MU Mixed Use
- PF Public Facility

Public Facility

- PF Public Facility

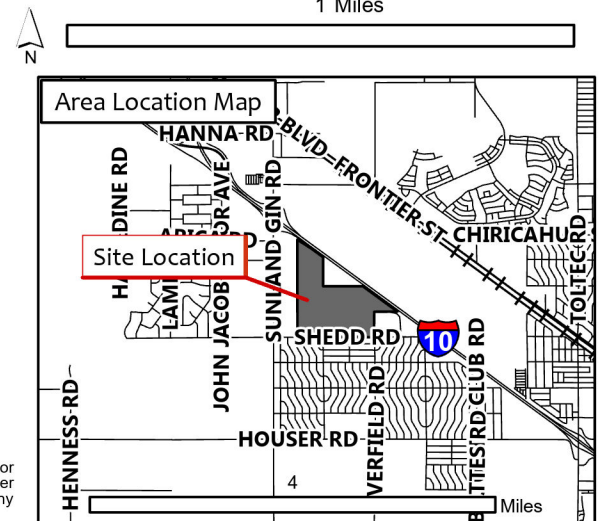
Industrial

- BP Business Park
- I-1 Light Industrial
- I-2 General Industrial

Open Space

- OSC Open Space Conservation
- OSR Open Space Recreational

Disclaimer: This map is for reference purposes only and is not suitable for legal, financial, engineering, or surveying purposes or commitments. The City of Eloy assumes no responsibility for errors, omissions, or inaccuracies presented, and shall have neither liability nor responsibility for any direct or indirect loss or damage in connection with, or arising from, the information on this map. Any conclusions derived from this map are the responsibility of the user.



December 4, 2024
Revised: August 12, 2025
October 17, 2025
November 5, 2025

Eloy 310

Located south of the I-10 and east
of the northeast corner of Sunland
Gin Road and Shedd Road

City of Eloy, Arizona

Citizen Review Report



4550 N 12th Street
Phoenix, AZ 85014
Job #: 1-01-04166-01

Citizen Review Report

for

Eloy 310

City of Eloy, Arizona

Owner/Developer

RMG Real Estate Services III, L.L.C

c/o Vaulter

Attn: Andrea Sepulveda

8800 N. Gainey Center Drive, Suite 255

Scottsdale, AZ 85258

Planning/Civil Engineering Consultant

CVL Consultants

4550 North 12th Street

Phoenix, Arizona 85014

Attn: Julie Vermillion

jvermillion@cvlci.com

Contents

1. Introduction.....	1
2. Stakeholders & Parties Affected	1
3. Neighborhood Meeting	1
4. Public Hearing Notification.....	2
5. Feedback and Applicant Response	2
6. Conclusion	2

Exhibits

- Vicinity Plan
- Ownership Map
- Sign Affidavit
- Notification Letter
- 300' Notification Buffer Map
- Mailing Labels
- Neighborhood Meeting Minutes
- Neighborhood Meeting Presentation

1. Introduction

On behalf of and in conjunction with the property owner, CVL Consultants is pleased to submit this Citizen Review Plan to the City of Eloy (City) in support of the new master-planned development known as Eloy 310 (the Project), an approximately 310-acre development generally located south of Interstate 10 (I-10) and east of the northeast corner of Sunland Gin Road and Shedd Road in the City of Eloy. The I-10 borders the site to the northeast, providing close connectivity between the Project and the regional transportation system. (Exhibit A, Vicinity Plan).

Please refer to the General Plan Amendment and Rezoning Application Narratives for additional details regarding this request. The applicant completed the following citizen notification procedures to pursue the concurrent General Plan Amendment and Rezoning Applications for the Project.

2. Stakeholders & Parties Affected

The stakeholders and other parties most likely to be affected by the request for the Property were determined to include:

- All property owners within 300' of the subject Property. (Refer to Exhibit B, Ownership Map).
- Neighborhood Home Owners Associations, other property owners associations, or groups in the vicinity of the subject Property, as identified by City staff, as having an interest in the subject Property or immediate area.
- To date, no associations or other groups in the immediate vicinity have been identified by City staff for inclusion in this plan.
- Any other persons or parties interested in the Property, as identified by City staff.

3. Neighborhood Meeting

The applicant held a neighborhood meeting in the Community Room at Eloy City Hall on Tuesday, November 4th at 5:30pm. Two members of the development team and the Community Development Director were in attendance. No members of the public attended.

One phone call was received from a neighbor who owns a lot in the vicinity of the site and a primary residence in Buckeye. She expressed support of the project and excitement for new development in the area. Details of the neighborhood meeting were recorded and attached.

4. Public Hearing Notification

The applicant completed the citizen notification steps for the public hearings as follows:

- November 4th: Notification letters mailed via first-class U.S. Mail to all property owners within 300' of the subject Property, as well as any other interested persons, parties, and/or interested neighborhood groups as identified by City staff.
- November 4th: Sign posting on site pursuant to City requirements.

Notification included information regarding the description of the proposed request, details required to attend the neighborhood meeting, the applicant's name and contact information, and the applicant's name and contact information.

5. Feedback and Applicant Response

One neighborhood has reached out regarding this application, Dawn Akin, who owns a lot located at 409 E Eason Avenue, Buckeye, Arizona. Her primary residence is in Buckeye. She called to obtain more information and express support for this application. No additional follow up was necessary.

6. Conclusion

The applicant completed the citizen notification procedures to pursue the concurrent General Plan Amendment and Rezoning Applications for the Project. The application recieved support from one neighbor and has not recieved any opposition from the public.

AFFIDAVIT OF SIGN POSTING

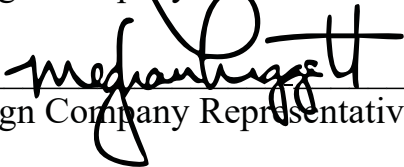
The undersigned Applicant has complied with the City of Eloy's posting requirements for Case # RZ2024-004 & GPA2024-005 on 10/21/25.

See attached photo exhibit.

For applicant:

COE & VAN LOO CONSULTANTS, INC.

Dynamite Signs, Inc.
Sign Company Name

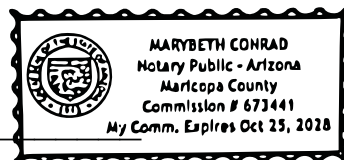

Sign Company Representative

Subscribed and sworn to be on 10/21/25 by Meghan Liggett.

IN WITNESS WHEREOF, I Hereto set my hand and official seal.


Notary Public

My Commission expires: 10-25-28



City of Eloy Public Hearing Notice

Case Number: RZ2024-004 & GPA2024-005

Request to amend the zoning from R1-12 to R-3 & I-1 and for a major amendment to the general plan land use from Community Commercial & Light Industrial to Mixed Use

Site Location: South of I-10 & east of the northeast corner of Sunland Gin Rd & Shedd Rd

Site Size: +/-310 acres

Proposed Use: New master plan consisting of residential and industrial uses.

Applicant Name: Julie Vermillion

Phone Number: (602) 753-8311

Applicant Email: jvermillion@cvtci.com

Neighborhood Meeting

Date: November 4, 2025

Time: 5:30 PM

Location: Community Room,
595 N. C Street, Eloy

Planning & Zoning Commission

Date: TBD

Time: TBD

Location: TBD

Planning & Zoning Commission

Date: TBD

Time: TBD

Location: City Council Chambers, 595 N C Street, Eloy

City Council

Date: TBD

Time: TBD

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578



October 21, 2025 at 1:20 PM

+32.792040, -111.659196

6305 W Shedd Rd

Eloy AZ 85131

City of Eloy Public Hearing Notice

Case Number: RZ2024-004 & GPA2024-005

Request to amend the zoning from R1-12 to R-3 & I-1 and for a major amendment to the general plan land use from Community Commercial & Light Industrial to Mixed Use

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City Council

Date: TBD

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595 N C St. Eloy, Arizona (520) 466-2578



October 21, 2025 at 1:20 PM

+32.792040, -111.659196

6305 W Shedd Rd

Eloy AZ 85131

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Date: TBD

Time: TBD

Location: TBD

Planning & Zoning Commission

Date: TBD

Time: TBD

Location: City Council Chambers, 595 N C Street, Eloy

City Council

Date: TBD

Time: TBD

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578



October 21, 2025 at 1:00 PM

+32.792078, -111.665933

6700 W Shedd Rd

Eloy AZ 85131

City of Eloy Public Hearing Notice

Case Number: RZ2024-004 & GPA2024-005

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Location: Community Room,
595 N. C Street, Eloy

Planning & Zoning Commission

Date: TBD

Time: TBD

Location: TBD

Planning & Zoning Commission

Date: TBD

Time: TBD

Location: City Council Chambers, 595 N C Street, Eloy

City Council

Date: TBD

Time: TBD

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578



October 21, 2025 at 12:59 PM

+32.792078, -111.665933

6700 W Shedd Rd

Eloy AZ 85131

AFFIDAVIT OF SIGN POSTING

The undersigned Applicant has complied with the City of Eloy's posting requirements for Case # RZ2024-004 & GPA2024-005 on 10/03/25.

See attached photo exhibit.

For applicant:

COE & VAN LOO CONSULTANTS, INC.

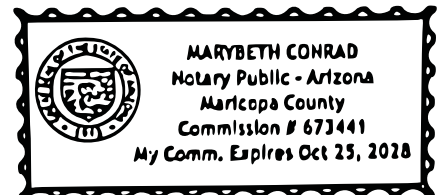
Dynamite Signs, Inc.
Sign Company Name

Meghan Liggett
Sign Company Representative

Subscribed and sworn to be on 10/03/25 by Meghan Liggett.

IN WITNESS WHEREOF, I Hereto set my hand and official seal.

Marybeth Conrad
Notary Public



My Commission expires: 10-25-28

City of Eloy Public Hearing Notice

Case Number: RZ2024-004 & GPA2024-005

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Applicant Name: Julie Vermillion

Phone Number: (602) 753-8311

Applicant Email: jvermillion@cylci.com

Neighborhood Meeting

Date: November 4, 2025

Time: 5:30 PM

Location: Community Room,
595 N. C Street, Eloy

Planning & Zoning Commission

Date: November 19, 2025

Time: 6:00 PM

Location: Toltec Elementary School Gym, 3315 N Toltec Rd. Eloy

Planning & Zoning Commission

Date: December 17, 2025

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

City Council

Date: January 12, 2026

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578



November 3, 2025 at 11:19 AM

+32.792065, -111.659185

6305 W Shedd Rd

Eloy AZ 85131

City of Eloy Public Hearing Notice

Case Number: RZ2024-004 & GPA2024-005

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City Council

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595 N C St. Eloy, Arizona (520) 466-2578



November 3, 2025 at 11:19 AM

+32.792065, -111.659185

6305 W Shedd Rd

Eloy AZ 85131

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City Council

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Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578



November 3, 2025 at 11:10 AM

+32 792077 -111 665916

6700 W Shedd Rd

Eloy AZ 85131

City of Eloy Public Hearing Notice

Case Number: RZ2024-004 & GPA2024-005

Request to amend the zoning from R1-12 to R-3 & I-1 and for a major amendment to the general plan land use from Community Commercial & Light Industrial to Mixed Use

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Phone Number: (602) 753-8311

Applicant Email: jvermillion@cvtci.com

Neighborhood Meeting

Date: November 4, 2025

Time: 5:30 PM

Location: Community Room,
595 N. C Street, Eloy

Planning & Zoning Commission

Date: November 19, 2025

Time: 6:00 PM

Location: Toltec Elementary School Gym, 3315 N Toltec Rd. Eloy

Planning & Zoning Commission

Date: December 17, 2025

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Location: City Council Chambers, 595 N C Street, Eloy

City Council

Date: January 12, 2026

Time: 6:00 PM

Location: City Council Chambers, 595 N C Street, Eloy

Information available at: City of Eloy Community Development
595 N C St. Eloy, Arizona (520) 466-2578



November 3, 2025 at 11:10 AM

+32.792077,-111.665916

6700 W Shedd Rd

Eloy AZ 85131



4550 North 12th Street | Phoenix, AZ 85014
602.264.6831

October 21, 2025

Subject: Eloy 310 - Rezoning & Major General Plan Amendment
Case #s RZ2024-004 & GPA2024-005

Dear Neighbor:

The purpose of this letter is to inform you that concurrent Rezoning and Major General Plan Amendment (GPA) applications have been filed with the City of Eloy for Eloy 310. The applications request to amend the current zoning for the ±310-acre site known as Eloy 310 generally located south of I-10 & east of the northeast corner of Sunland Gin Road & Shedd Road from R1-12 to R-3 Multi-Family Residential & I-1 Light Industrial zoning and for a major amendment to the general plan land use from Community Commercial & Light Industrial to overall Mixed Use. The intention is to allow for the development of a new master plan consisting of residential and industrial uses.

According to the Pinal County Assessors records, you are a property owner within 300 feet of the property under consideration. In order to better inform you of the public meeting(s) scheduled for this matter, this notice is being sent to you via first class mail.

- **Neighborhood Meeting**

Date: November 4, 2025

Time: 5:30 p.m.

Location: Community Room, Eloy City Hall, 595 N C St. Eloy

We look forward to meeting with you at the scheduled meeting and answering all of your questions regarding this proposed request. If you wish to provide input on this matter, you may attend the meeting or submit a written comment before or during the meeting.

If you have any questions concerning this matter, feel free to reach me at the contact information listed below or contact Dan Symer, Community Development Director, at the City of Eloy Community Development Department at (520) 466-2578. You can also email them at dsymer@eloyaz.gov with the subject: Case #s RZ2024-004 & GPA2024-005, Project Name: Eloy 310 - Rezoning and Major General Plan Amendment.

Please refer to the attached documents for additional information regarding this request.

Sincerely,

A handwritten signature in dark ink, appearing to read "Julie Vermillion", is written over a light blue horizontal line.

Julie Vermillion

Project Manager, CVL Consultants

4550 North 12 Street, Phoenix, Arizona 85014

Phone: 602-753-8311 | Email: jvermillion@cvlc.com

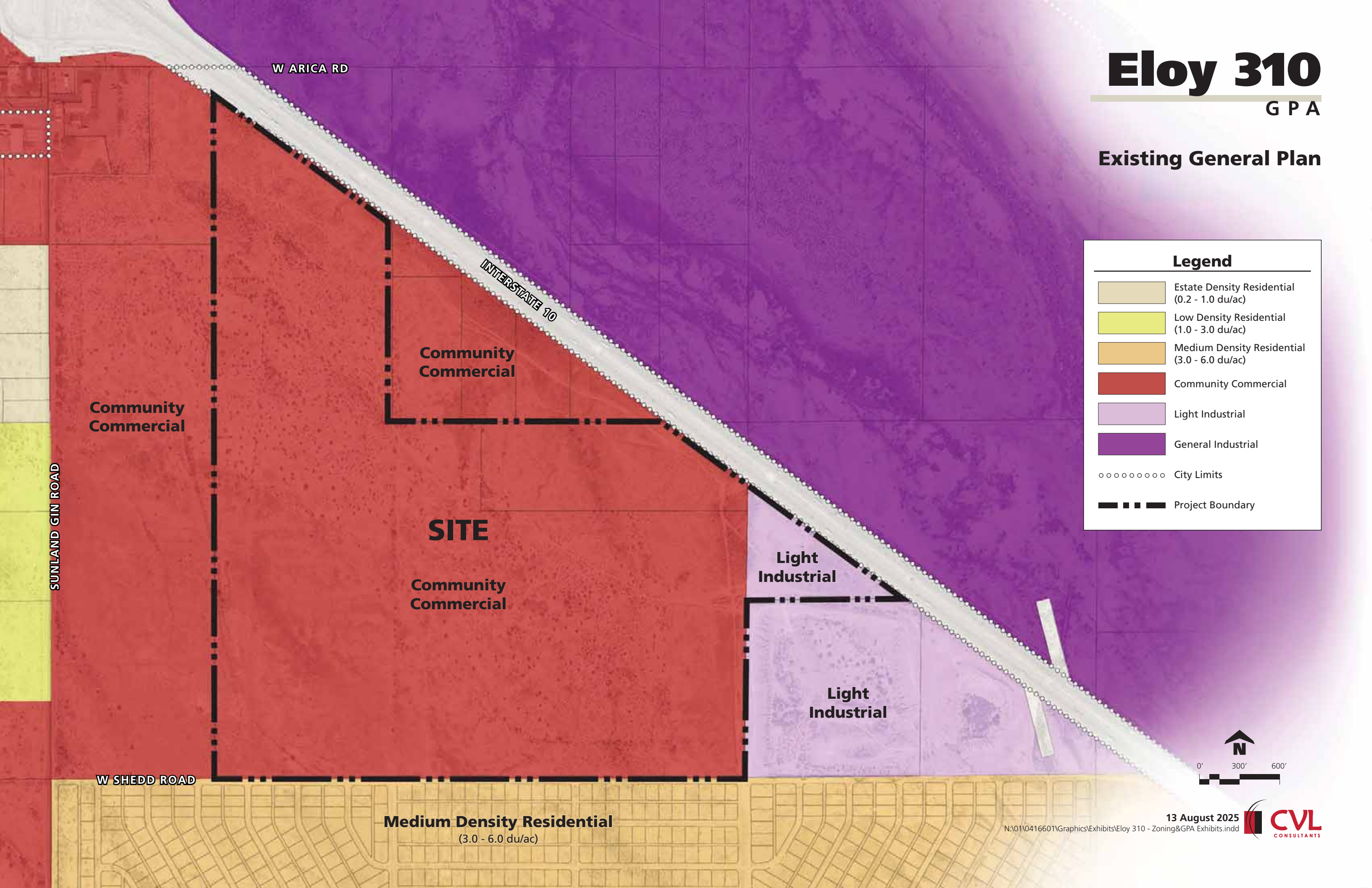
Eloy 310

G P A

Existing General Plan

Legend

- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- Community Commercial
- Light Industrial
- General Industrial
- City Limits
- Project Boundary



13 August 2025

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Eloy 310

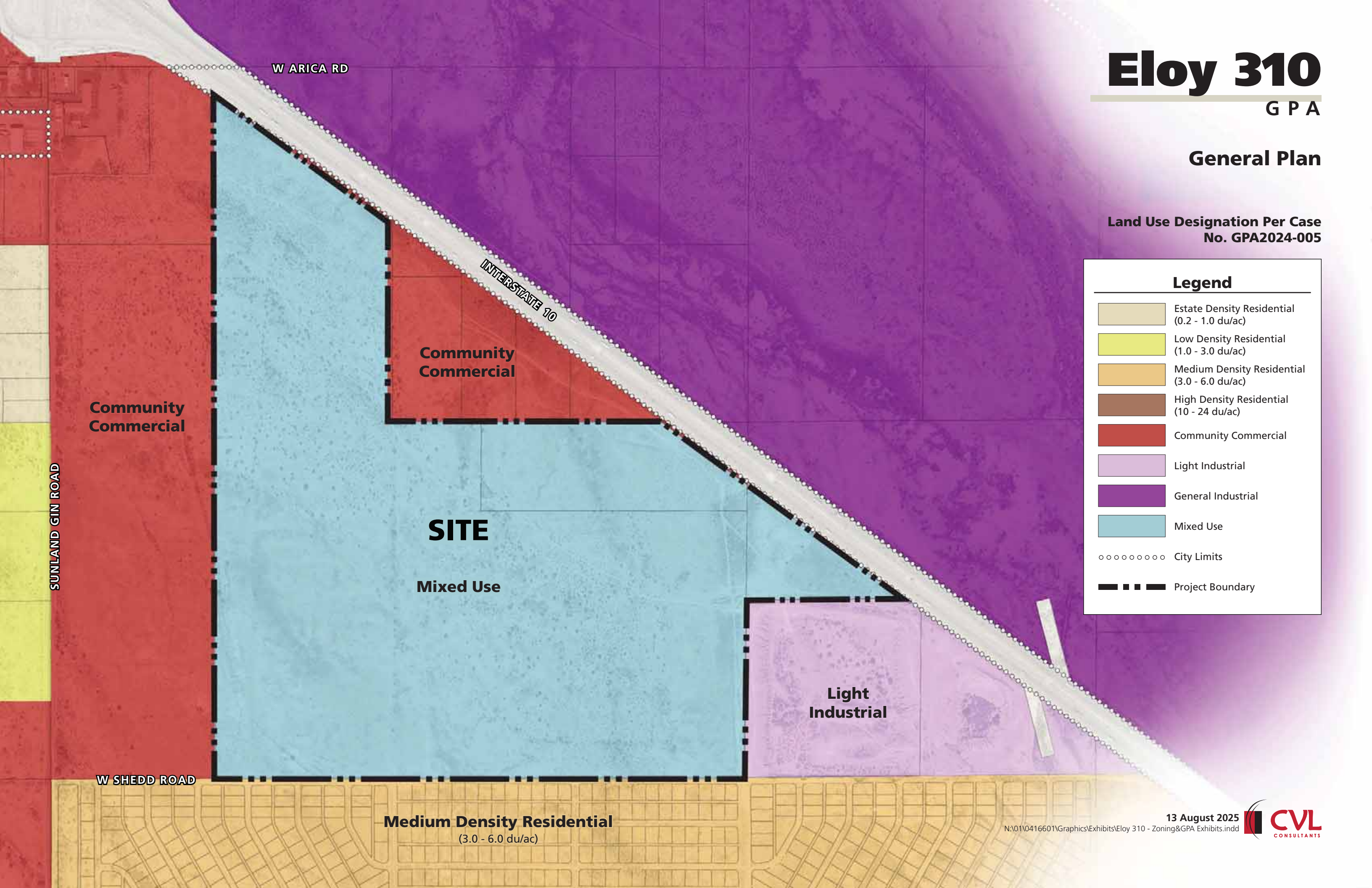
G P A

General Plan

Land Use Designation Per Case
No. GPA2024-005

Legend

- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- High Density Residential (10 - 24 du/ac)
- Community Commercial
- Light Industrial
- General Industrial
- Mixed Use
- City Limits
- Project Boundary

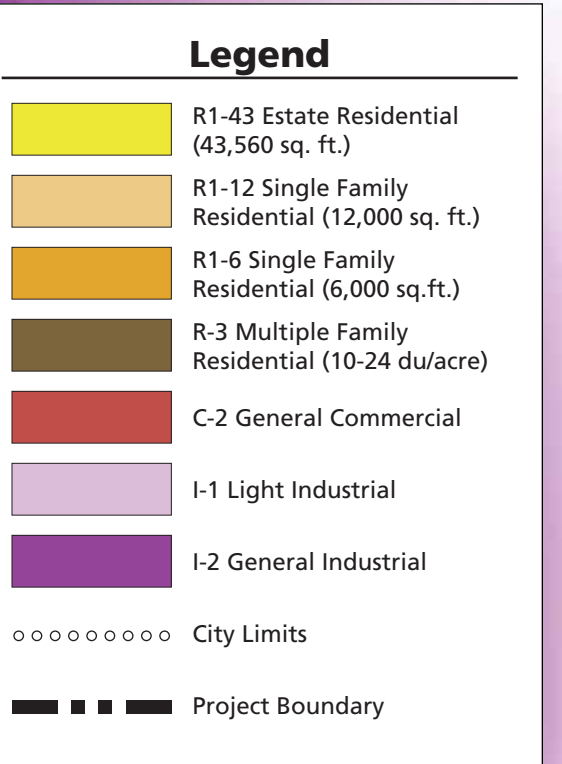


13 August 2025

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Existing Zoning Map



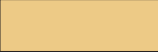
Eloy 310

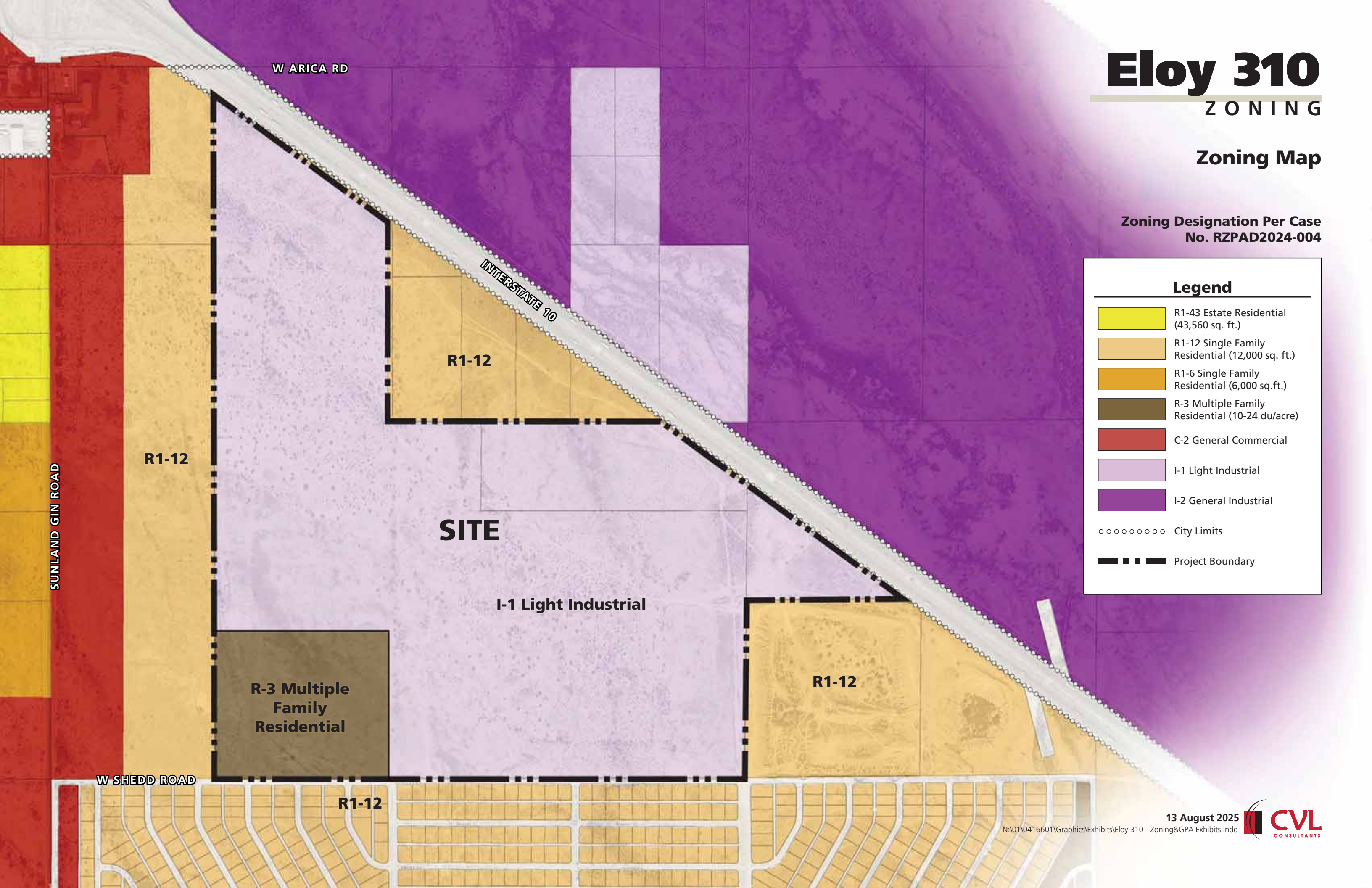
ZONING

Zoning Map

Zoning Designation Per Case
No. RZPAD2024-004

Legend

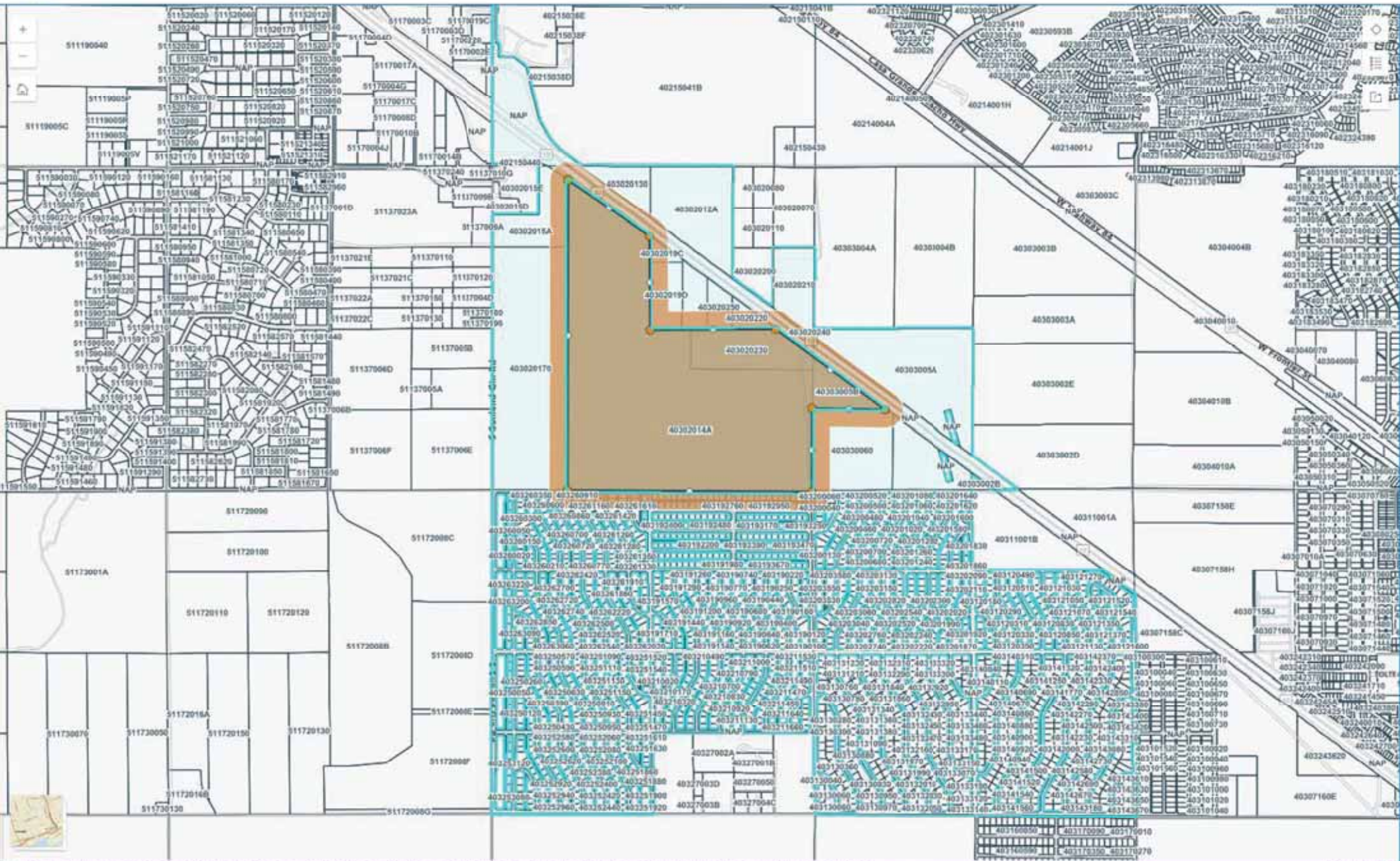
-  R1-43 Estate Residential (43,560 sq. ft.)
-  R1-12 Single Family Residential (12,000 sq. ft.)
-  R1-6 Single Family Residential (6,000 sq.ft.)
-  R-3 Multiple Family Residential (10-24 du/acre)
-  C-2 General Commercial
-  I-1 Light Industrial
-  I-2 General Industrial
-  City Limits
-  Project Boundary



13 August 2025

N:\01\0416601\Graphics\Exhibits\Eloy 310 - Zoning&GPA Exhibits.indd





NAP
, -
403260940
STOCKEBRAND CHRIS & TRICIA
1495 130TH RD
YATES CENTER , KS 66783-3520

NAP
, -
403260870
LEAL LEONEL & SANDRA
1010 E SHADOW RIDGE RD
CASA GRANDE , AZ 85122-2171

NAP
, -
403200040
WINNIE COOPER LLC
7721 N SANTA MONICA BLVD
MILWAUKEE , WI 53217-7326

NAP
, -
403261610
ANDERSON FAMILY LIVING TRUST
3721 S TRECK PL
TUCSON , AZ 85730-8573

NAP
, -
403261490
OCOTILLO HOMES LLC
2771 E CATTLE DR
GILBERT , AZ 85297-7811

403261600
MCELROY SUZANNE E
921 THISTLE RIDGE LN
ARLINGTON , TX 76017-7601
403261440
RLG GROUP LLC
PO BOX 12334
CASA GRANDE , AZ 85130-0058

403261500
DAO DANG
8392 LENORE ST
GARDEN GROVE , CA 92841-9284
403261210
SCOVEL YEN DIEP LIV TRUST
4163 S PRAIRIE ZINNIA DR
GOLD CANYON , AZ 85118--593

403261430
SIKSIKA TRAIL LLC
2550 E DESERT INN RD # 448
LAS VEGAS , NV 89121-1361
403261160
SCOVEL YEN DIEP LIV TRUST
4163 S PRAIRIE ZINNIA DR
GOLD CANYON , AZ 85118--593

403261220
BHUIYA ASRAFUL I TR
4559 S ANTONIO
MESA , AZ 85212-2522
403260930
MCELROY SUZANNE
921 THISTLE RIDGE LN
ARLINGTON , TX 76017-7601

403261150
SCOVEL YEN DIEP LIV TRUST
4163 S PRAIRIE ZINNIA DR
GOLD CANYON , AZ 85118--593
403260880
ROUNTREE RICHARD & LUCILE JOINT REV TRUST
PO BOX 33183
JUNEAU , AK 99803-3318

403260650
CHO DAVID & CHO WOO CATHERINE YI-YU TRS
9530 W PROSPECTOR DR
QUEEN CREEK , AZ 85142-2778

403200090
LAND DIRECT USA LLC
12956 BLISS LOOP
BRADENTON , FL 34211-1406

403261650
PRI ENTERPRISES LLC
MAIL RETURN
, -

403193010
WINNIE COOPER LLC
7721 N SANTA MONICA BLVD
MILWAUKEE , WI 53217-7326

403193000
WINNIE COOPER LLC
7721 N SANTA MONICA BLVD
MILWAUKEE , WI 53217-7326

403192990
MCFARLAND MARY M
31041 GROVE
FRASER , MI 48026-4802

403192980
WINNIE COOPER LLC
7721 N SANTA MONICA BLVD
MILWAUKEE , WI 53217-7326

403192970
LAND DIRECT USA LLC
12956 BLISS LOOP
BRADENTON , FL 34211-1406

403192960
BROWN MAUREEN A
4251 E VISTA DR
PHOENIX , AZ 85032-2812

403192950
PATAO ANTONIO V & CAROL A
MAIL RETURN
, -

403192940
LAND DIRECT USA LLC
12956 BLISS LOOP
BRADENTON , FL 34211-1406

403192930
WINNIE COOPER LLC
7721 N SANTA MONICA BLVD
MILWAUKEE , WI 53217-7326

403192920
FYNSKOV PAMELA J
751 MONTECITO DR
PAHRUMP , NV 89048-8088

403192910
SALLIS LOUIS & JEAN
8829 N ELMORE ST
NILES , IL 60714-6071

403192900
SALLIS LOUIS & JEAN
8829 N ELMORE ST
NILES , IL 60714-6071

403192770
SOLIS REYES JESUS & ALMA HILDA
MAIL RETURN
, -

403192760
MANESE JOVETH & RHODORA DELA ROSA
4224 E CHERRYWOOD PL
CHANDLER , AZ 85249-9541

403192750
MANESE JOVETH & RHODORA DELA ROSA
4224 E CHERRYWOOD PL
CHANDLER , AZ 85249-9541

403192740
PSYHOGIOS C
MAIL RETURN
, -

403192730
SINGLETON RAYMOND
PO BOX 5999
GLENDALE , AZ 85312-2599

403192720
DOUBLE P HOMES LLC
67 S HIGLEY RD
GILBERT , AZ 85296-6116

403192710
DOUBLE P HOMES LLC
67 S HIGLEY RD
GILBERT , AZ 85296-6116

403192700
WINNIE COOPER LLC
7721 N SANTA MONICA BLVD
MILWAUKEE , WI 53217-7326

403192690
EQUITY INVESTMENTS & MANAGEMENT LLC
2106 W GARDEN DR
TEMPE , AZ 85282-2611

403192680
EQUITY INVESTMENTS & MANAGEMENT LLC
2106 W GARDEN DR
TEMPE , AZ 85282-2611

403192670
EQUITY INVESTMENTS & MANAGEMENT LLC
2106 W GARDEN DR
TEMPE , AZ 85282-2611

403192660
GARCIA YAMILET
MAIL RETURN
, -

403192650
ROSSBOW LLC
1704 W RUNNING DEER DR
GOLD CANYON , AZ 85118-8905

403200050
WINNIE COOPER LLC
7721 N SANTA MONICA BLVD
MILWAUKEE , WI 53217-7326

403261620
SALVATOR GATTO PARTNERS LP
PO BOX 33184
PHOENIX , AZ 85067-8506

403261480
OCOTILLO HOMES LLC
2771 E CATTLE DR
GILBERT , AZ 85297-7811

403261450
SIKSIKA TRAIL LLC
2550 E DESERT INN RD # 448
LAS VEGAS , NV 89121-1361

403261200
SCOVEL YEN DIEP LIV TRUST
4163 S PRAIRIE ZINNIA DR
GOLD CANYON , AZ 85118--593

403261170
SCOVEL YEN DIEP LIV TRUST
4163 S PRAIRIE ZINNIA DR
GOLD CANYON , AZ 85118--593

403260920
CHO DAVID & CHO WOO CATHERINE YI-YU TRS
9530 W PROSPECTOR DR
QUEEN CREEK , AZ 85142-2778

403260890
CHO DAVID & CHO WOO CATHERINE YI-YU TRS
9530 W PROSPECTOR DR
QUEEN CREEK , AZ 85142-2778

403260640
DENTON GREGORY M
3216 POE COVE 4B
LAGO VISTA , TX 78645-7864

403200080
LAND DIRECT USA LLC
12956 BLISS LOOP
BRADENTON , FL 34211-1406

403261640
PARO BARBARA C
211 6TH ST
CHENEY , WA 99004-4152

403261630
L & G INVESTMENTS INC
PO BOX 1419
MONTEBELLO , CA 90640-0141

403261470
SCHMANSKY MICHAEL F & PHYLLIS M
48741 STONEFIELD DR
MACOMB , MI 48044-4804

403261460
CUKROWSKI VIRGINIA D LIV TRUST
56 RACCOON LN
BARNEGAT , NJ 08005-5102

403261190
CALLOWAY GENIE & DONTA
PO BOX 1602
BAINBRIDGE , GA 39818-8160

403261180
CALLOWAY GENIE & DONTA
PO BOX 1602
BAINBRIDGE , GA 39818-8160

403260910
TOMS BILLY J & XANTHA P TRS
6128 E SOLSTICE ST
YUMA , AZ 85365-5118

403260900
ST CROIX DAVID R
3514 WILLIAMSBURG PKWY
WOODBURY , MN 55129-5512

403260630
DENTON GREGORY M
3216 POE COVE 4B
LAGO VISTA , TX 78645-7864

403192780
LEVIN BRUCE B
844 W SUMMERFIELD GLEN CIR
ANN ARBOR , MI 48103-3916

403192790
LAND DIRECT USA LLC
12956 BLISS LOOP
BRADENTON , FL 34211-1406

403192800
MACKAY MARION E
1371 POTOMAC DR
ROCHESTER HILLS , MI 48306-4830

403192810
MACKAY MARION E
1371 POTOMAC DR
ROCHESTER HILLS , MI 48306-4830

403192820
DOREZA REX MICHAEL DURAN
2139 SPRAGUE CT
SPARKS , NV 89436-6990

403200060
RAMIREZ MANUEL A
2450 W GLENROSA AVE UNIT 6
PHOENIX , AZ 85015-5498

403192830
DOREZA REX MICHAEL DURAN
2139 SPRAGUE CT
SPARKS , NV 89436-6990

403192840
SCHULTZ ROBIN & CAROL A
321 E JUDY LYNN DR
FARRELL , PA 16121-1152

403192850
MILLER MARK J & TINA LEKAS TRS
21 KIRKCREST CT
ALAMO , CA 94507-7246

403200070
WAMPLER CHARITY
MAIL RETURN
, -

403192860
LAND DIRECT USA LLC
12956 BLISS LOOP
BRADENTON , FL 34211-1406

403192870
AKIN DAWN D
409 E EASON AVE
BUCKEYE , AZ 85326-8532

403192880
AKIN DAWN D
409 E EASON AVE
BUCKEYE , AZ 85326-8532

403192890
CINTRON RICO & JOYCE
2071 W AGRARIAN HILLS DR
QUEEN CREEK , AZ 85142-2637

403192520
WINNIE COOPER LLC
7721 N SANTA MONICA BLVD
MILWAUKEE , WI 53217-7326

403192530
LAND DIRECT USA LLC
12956 BLISS LOOP
BRADENTON , FL 34211-1406

403192540
LAND DIRECT USA LLC
12956 BLISS LOOP
BRADENTON , FL 34211-1406

403192550
WIZNIAK NELSON & BERNICE
14 STRATHDEE DR
TORONTO , ON -

403192560
WIZNIAK NELSON & BERNICE
14 STRATHDEE DR
TORONTO , ON -

403192570
TOMKO CHARLES E & LILLIAN K CO-TRS
12944 SUNDERLAND ST
POWAY , CA 92064-9206

403192580
TOMKO CHARLES E & LILLIAN K CO-TRS
12944 SUNDERLAND ST
POWAY , CA 92064-9206

403192590
TOMKO CHARLES E & LILLIAN K CO-TRS
12944 SUNDERLAND ST
POWAY , CA 92064-9206

403192600
MAITLAND BARBARA ANN
234 CORSICANA DR
OXNARD , CA 93036-6130

403192610
MAITLAND BARBARA ANN
234 CORSICANA DR
OXNARD , CA 93036-9303

403192620
PREMIER ACRES LLC
34 ADELPHI DR
JACKSON , NJ 08527-7230

403192630
BUTCH MARGARET YOUNG
10349 NW 11 ST
PEMBROKE PINES , FL 33026-3302

403192640
BUTCH MARGARET YOUNG
10349 NW 11 ST
PEMBROOKE PINES , FL 33026-3302

40303005B
TES FARMS
314 E ROVEY AVE
PHOENIX , AZ 85012-2124

403030060
TES FARMS
314 E ROVEY AVE
PHOENIX , AZ 85012-2124

40303005B
TES FARMS
314 E ROVEY AVE
PHOENIX , AZ 85012-2124

403020240
TES FARMS
314 E ROVEY AVE
PHOENIX , AZ 85012-2124

403020230
TES FARMS
314 E ROVEY AVE
PHOENIX , AZ 85012-2124

40303005A
TES FARMS AZ
314 E ROVEY AVE
PHOENIX , AZ 85012-2124

403020220
UNITARIAN-UNIVERSALIST CONGREGATION OF PHX
4027 E LINCOLN DR
PARADISE VALLEY , AZ 85253-3394

40302015A
VIEL GLUCK LLC ETAL
1223 S CLEARVIEW AVE STE 105
MESA , AZ 85209-9330

403020250
HELENIUM LAND LLC
1803 W CANARY WAY
CHANDLER , AZ 85286-6803

40302019D
ERICKSON PHILIP TR
1013 LAKESHORE BLVD
INCLINE VILLAGE , NV 89451-8945

403020260
ERICKSON PHILIP TR
1013 LAKESHORE BLVD
INCLINE VILLAGE , NV 89451-8945

403020210
HU ENDA ETAL
25452 N 114TH ST
SCOTTSDALE , AZ 85255-8525

403020170
VIEL GLUCK LLC ETAL
1223 S CLEARVIEW AVE STE 105
MESA , AZ 85209-9330

40302019C
KLEIN LOUIS R & HANNAH E CO-TR
8170 N 90TH ST APT 1315
SCOTTSDALE , AZ 85258-8464

40302014A
TES FARMS
314 E ROVEY AVE
PHOENIX , AZ 85012-2124

40302012A
PETERSEN ARIZONA LAND & ENTITLEMENT FUND LLC
3369 E QUEEN CREEK RD STE 101
GILBERT , AZ 85297-7850

403020130
PETERSEN ARIZONA LAND & ENTITLEMENT FUND LLC
3369 E QUEEN CREEK RD STE 101
GILBERT , AZ 85297-7850



4550 North 12th Street | Phoenix, AZ 85014
602.264.6831

November 4, 2025

Subject: Eloy 310 - Rezoning & Major General Plan Amendment
Case #s RZ2024-004 & GPA2024-005

Dear Neighbor:

The purpose of this letter is to inform you that concurrent Rezoning and Major General Plan Amendment (GPA) applications have been filed with the City of Eloy for Eloy 310. The applications request to amend the current zoning for the ±310-acre site known as Eloy 310 generally located south of I-10 & east of the northeast corner of Sunland Gin Road & Shedd Road from R1-12 to R-3 Multi-Family Residential & I-1 Light Industrial zoning and for a major amendment to the general plan land use from Community Commercial & Light Industrial to overall Mixed Use. The intention is to allow for the development of a new master plan consisting of residential and industrial uses.

According to the Pinal County Assessors records, you are a property owner within 300 feet of the property under consideration. In order to better inform you of the public meeting(s) scheduled for this matter, this notice is being sent to you via first class mail.

Planning and Zoning Commission	Planning and Zoning Commission	City Council
Date: November 19, 2025 Time: 6:00 p.m. Location: Toltec Elementary School Gym, 3315 N Toltec Rd. Eloy	Date: December 17, 2025 Time: 6:00 p.m. Location: Council Chambers, Eloy City Hall, 595 N C St. Eloy	Date: January 12, 2026 Time: 6:00 p.m. Location: Council Chambers, Eloy City Hall, 595 N C St. Eloy

If you wish to provide input on this matter, you may attend the meeting or submit a written comment before or during the meeting.

If you have any questions concerning this matter, feel free to reach me at the contact information listed below or contact Dan Symer, Community Development Director, at the City of Eloy Community Development Department at (520) 466-2578. You can also email them at dsymer@eloyaz.gov with the subject: Case #s RZ2024-004 & GPA2024-005, Project Name: Eloy 310 - Rezoning and Major General Plan Amendment.

Please refer to the attached documents for additional information regarding this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Julie Vermillion".

Julie Vermillion
Project Manager, CVL Consultants
4550 North 12 Street, Phoenix, Arizona 85014
Phone: 602-753-8311 | Email: jvermillion@cvlci.com

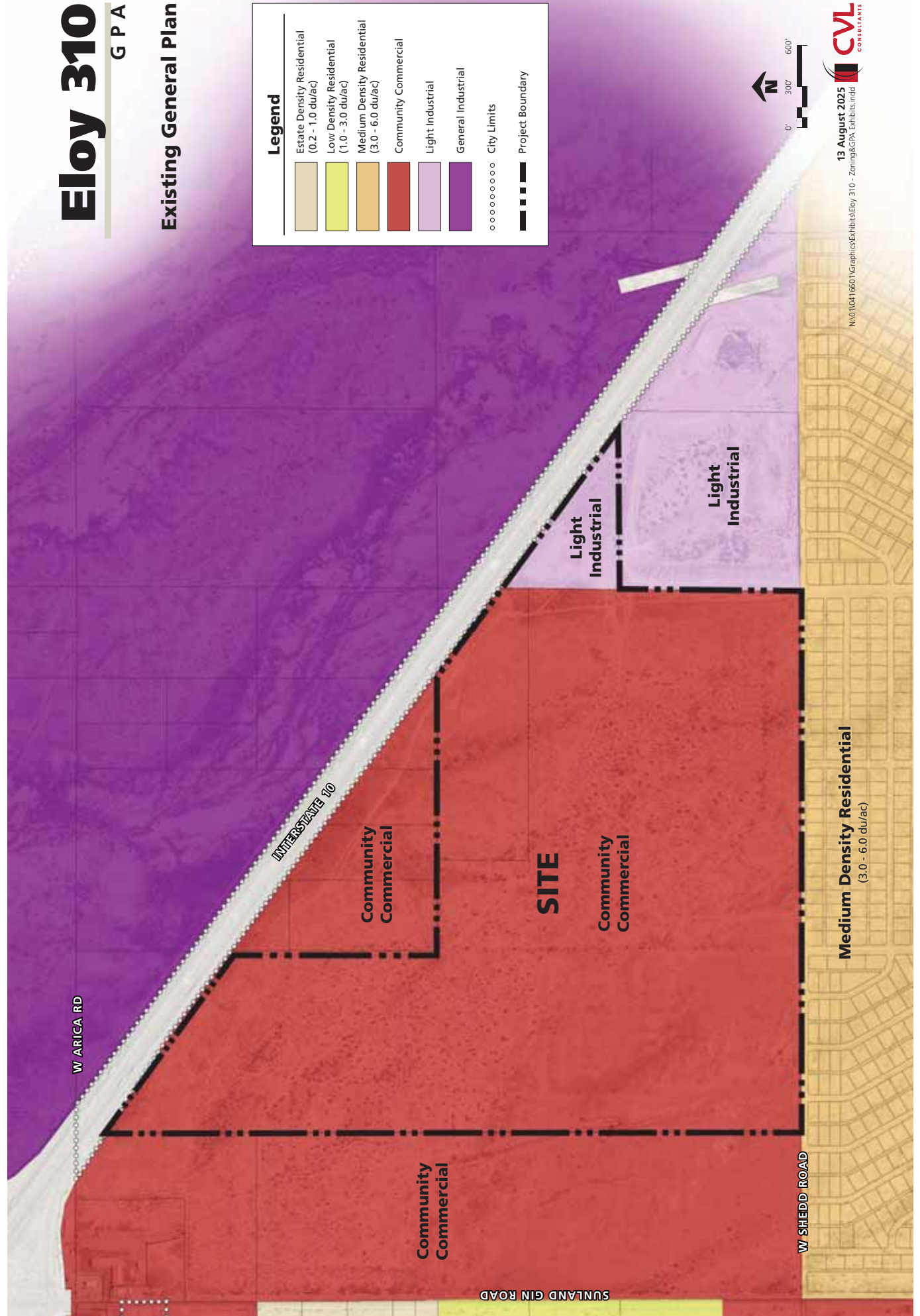
Eloy 310

GPA

Existing General Plan

Legend

	Estate Density Residential (0.2 - 1.0 du/ac)
	Low Density Residential (1.0 - 3.0 du/ac)
	Medium Density Residential (3.0 - 6.0 du/ac)
	Community Commercial
	Light Industrial
	General Industrial
	City Limits
	Project Boundary



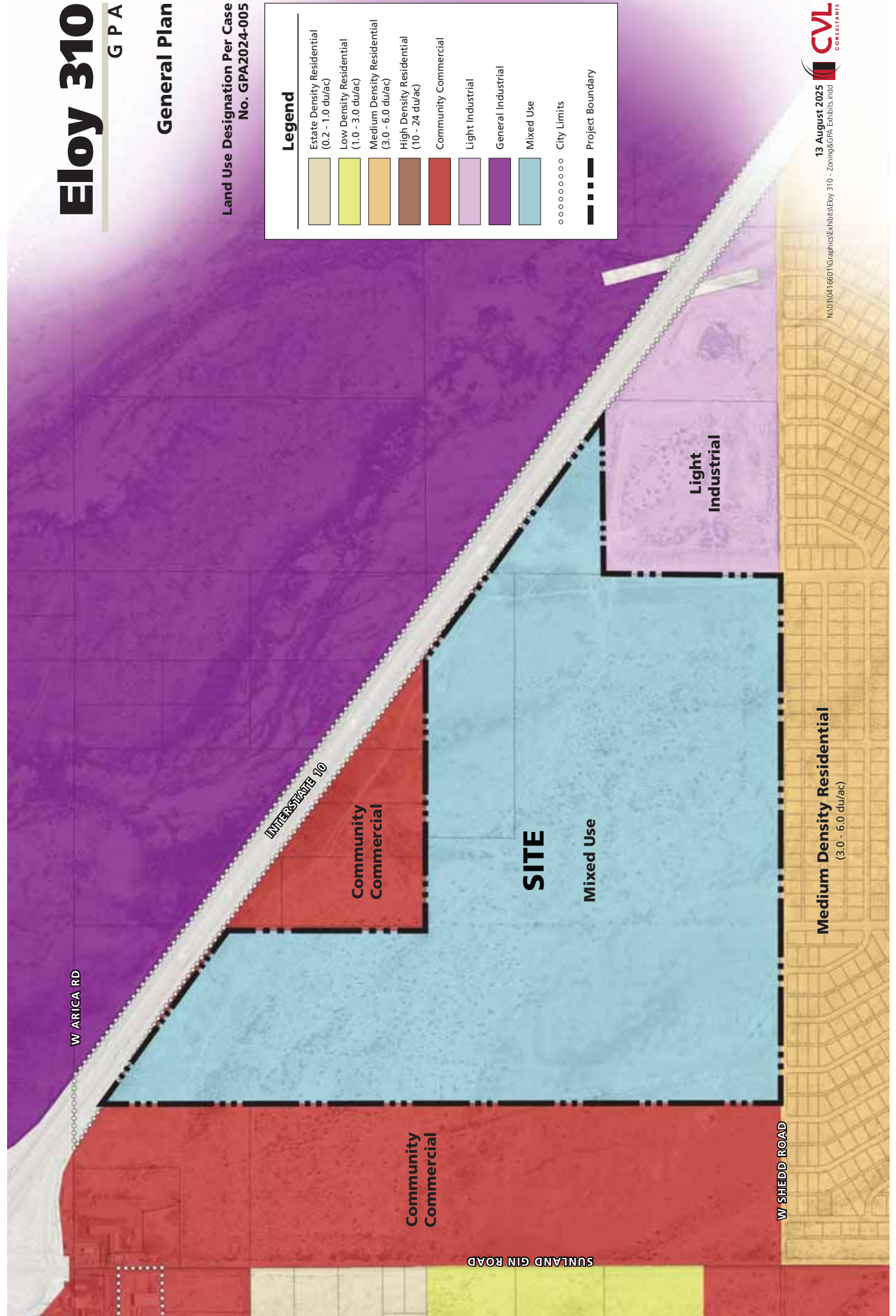
Eloy 310

GPA

General Plan

Land Use Designation Per Case
No. GPA2024-005

Legend	
	Estate Density Residential (0.2 - 1.0 du/ac)
	Low Density Residential (1.0 - 3.0 du/ac)
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Light Industrial
	General Industrial
	Mixed Use
	City Limits
	Project Boundary



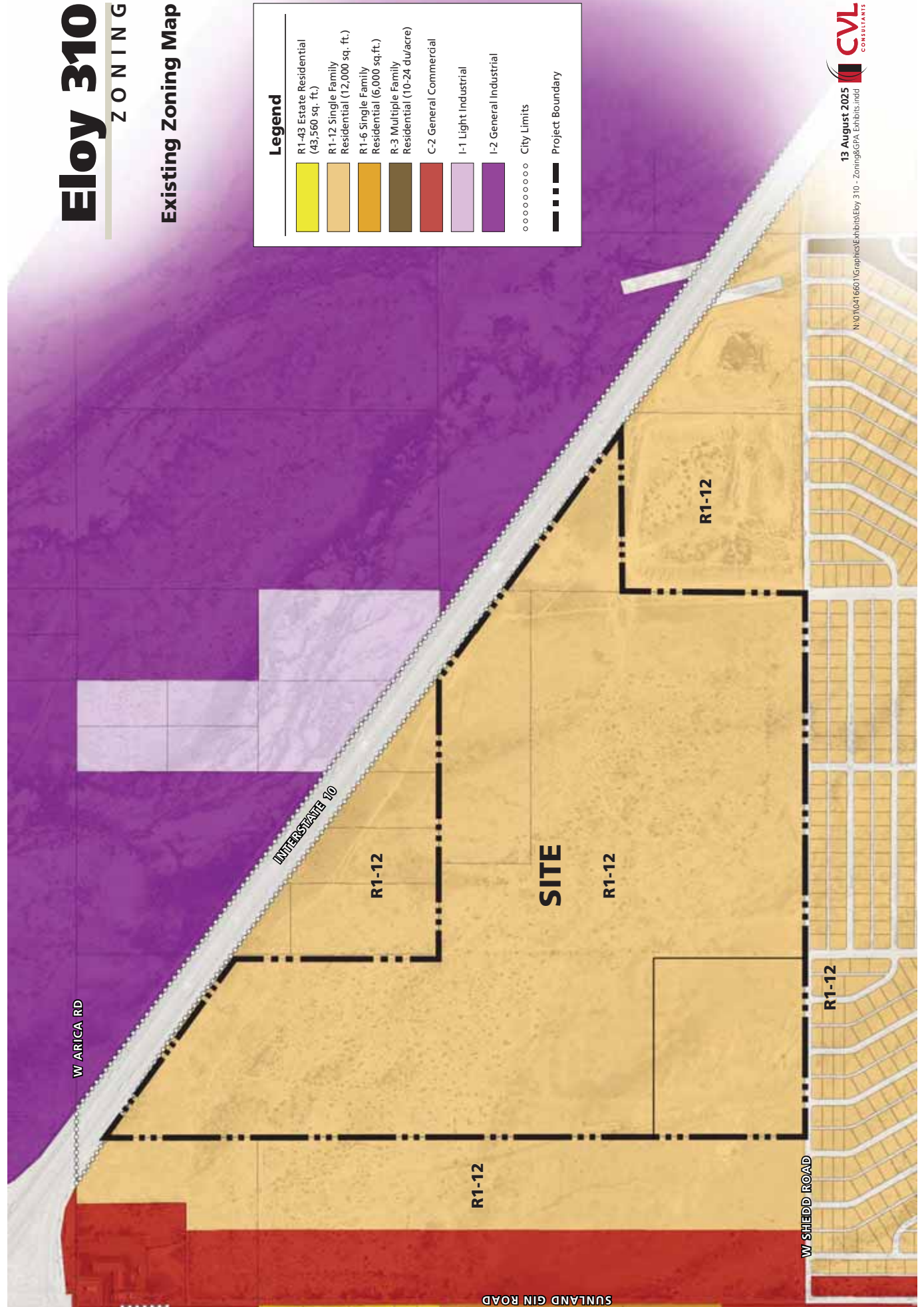
Eloy 310

ZONING

Existing Zoning Map

Legend

- R1-43 Estate Residential (43,560 sq. ft.)
- R1-12 Single Family Residential (12,000 sq. ft.)
- R1-6 Single Family Residential (6,000 sq. ft.)
- R-3 Multiple Family Residential (10-24 du/acre)
- C-2 General Commercial
- I-1 Light Industrial
- I-2 General Industrial
- City Limits
- Project Boundary



Eloy 310

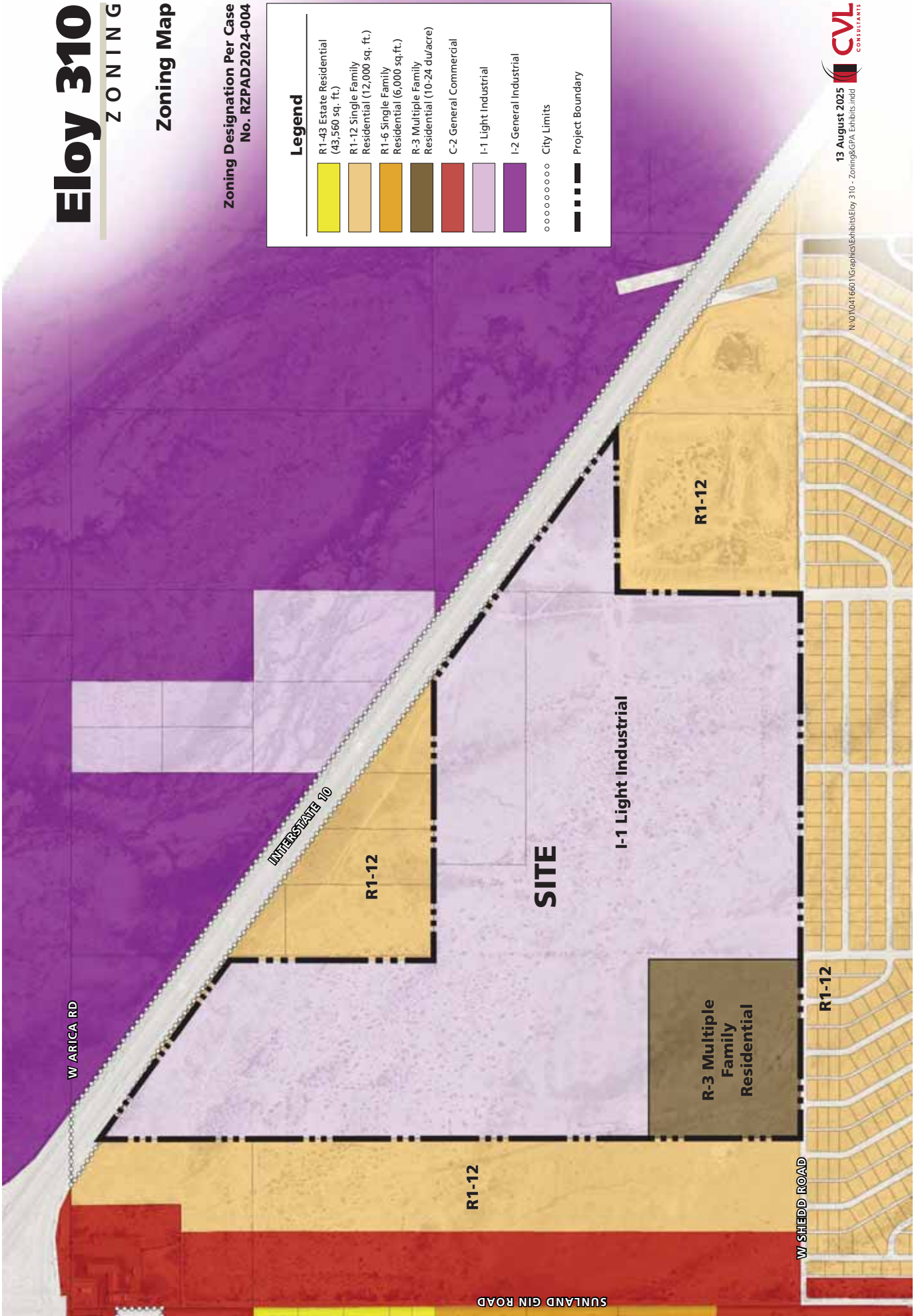
ZONING

Zoning Map

Zoning Designation Per Case
No. RZPAD2024-004

Legend

	R1-43 Estate Residential (43,560 sq. ft.)
	R1-12 Single Family Residential (12,000 sq. ft.)
	R1-6 Single Family Residential (6,000 sq. ft.)
	R-3 Multiple Family Residential (10-24 du/acre)
	C-2 General Commercial
	I-1 Light Industrial
	I-2 General Industrial
	City Limits
	Project Boundary



MEETING MINUTES

November 4, 2025

Meeting: Eloy 310 – Neighborhood Meeting
Location: Community Room, Eloy City Hall
Date: Tuesday, November 4, 2025
Start Time: 5:30 p.m. Estimated Ending Time: 6:30 p.m.
Attendees: Julie Vermillion with CVL Consultants (Applicant)
Tim Keenan (Representative of Developer)
Dan Symer (City of Eloy)

The neighborhood meeting for the Eloy 310 was held at 5:30 pm on Tuesday, November 4, 2025, in the Community Room of Eloy City Hall.

The meeting minutes are as follows:

1. The in-person meeting opened at 5:30 pm with a member of the development team available to share information related to the project. No members of the public were in attendance.
2. A Power Point presentation detailing the project was displayed on the television in the meeting room. A copy of this presentation is attached for reference.
3. A sign-in sheet and copies of the presentation were made available. Comment forms were provided to give attendees the option to submit written concerns as part of this case file. None were filled out.
4. The meeting was adjourned at 6:30 pm.

END OF MINUTES

Prepared by: Julie Vermillion
Date Prepared: November 4, 2025

Attachments: Power Point Presentation.

Eloy 310

Rezoning & Major General Plan Amendment

**Neighborhood Meeting
November 4, 2025**

Eloy 310

ZONING

Vicinity Plan

Exhibit A

SITE

Eloy 310 is a $\pm$ 310-acre development generally located south of I-10 & east of the northeast corner of Sunland Gin Road & Shedd Road.

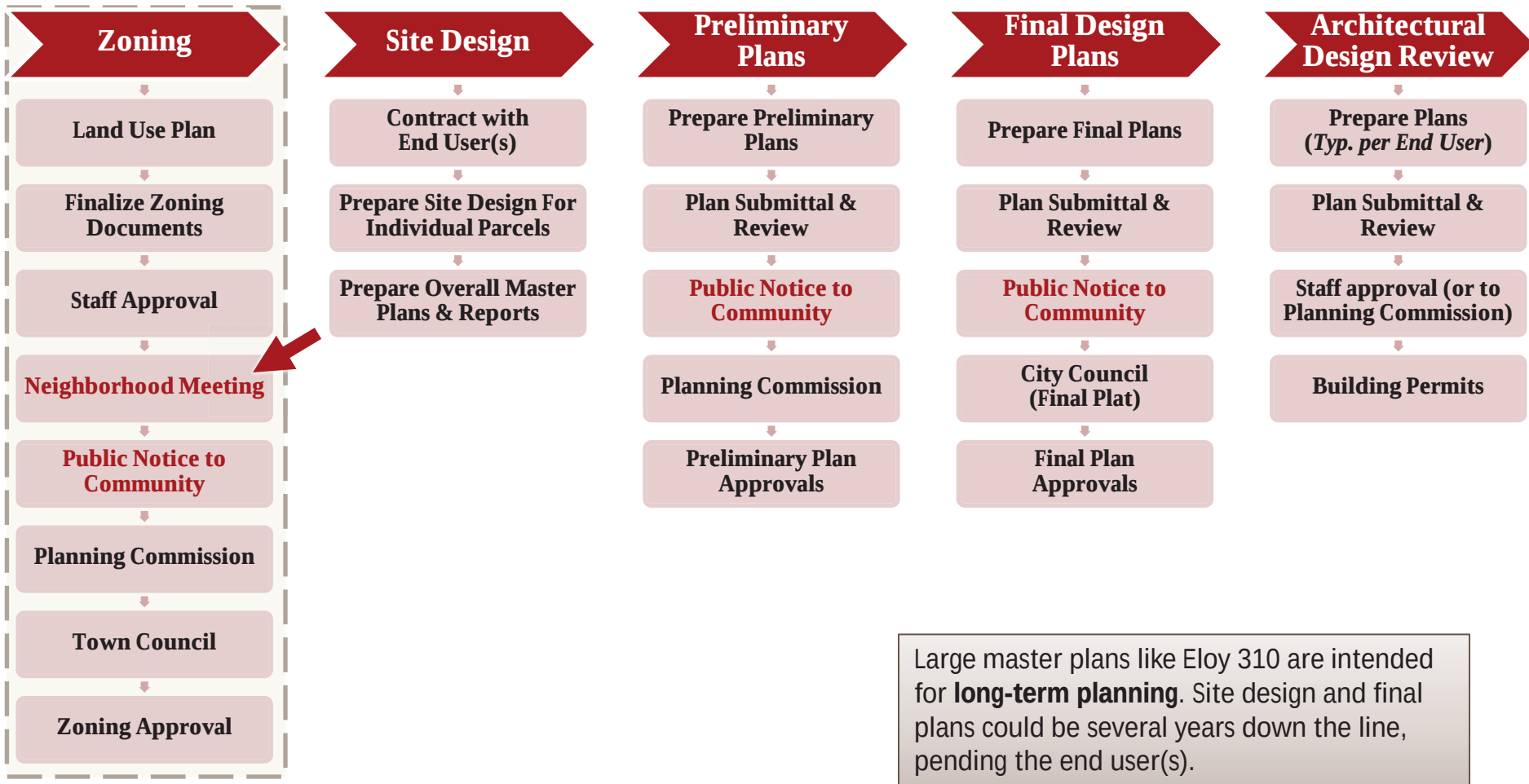


17 October 2025

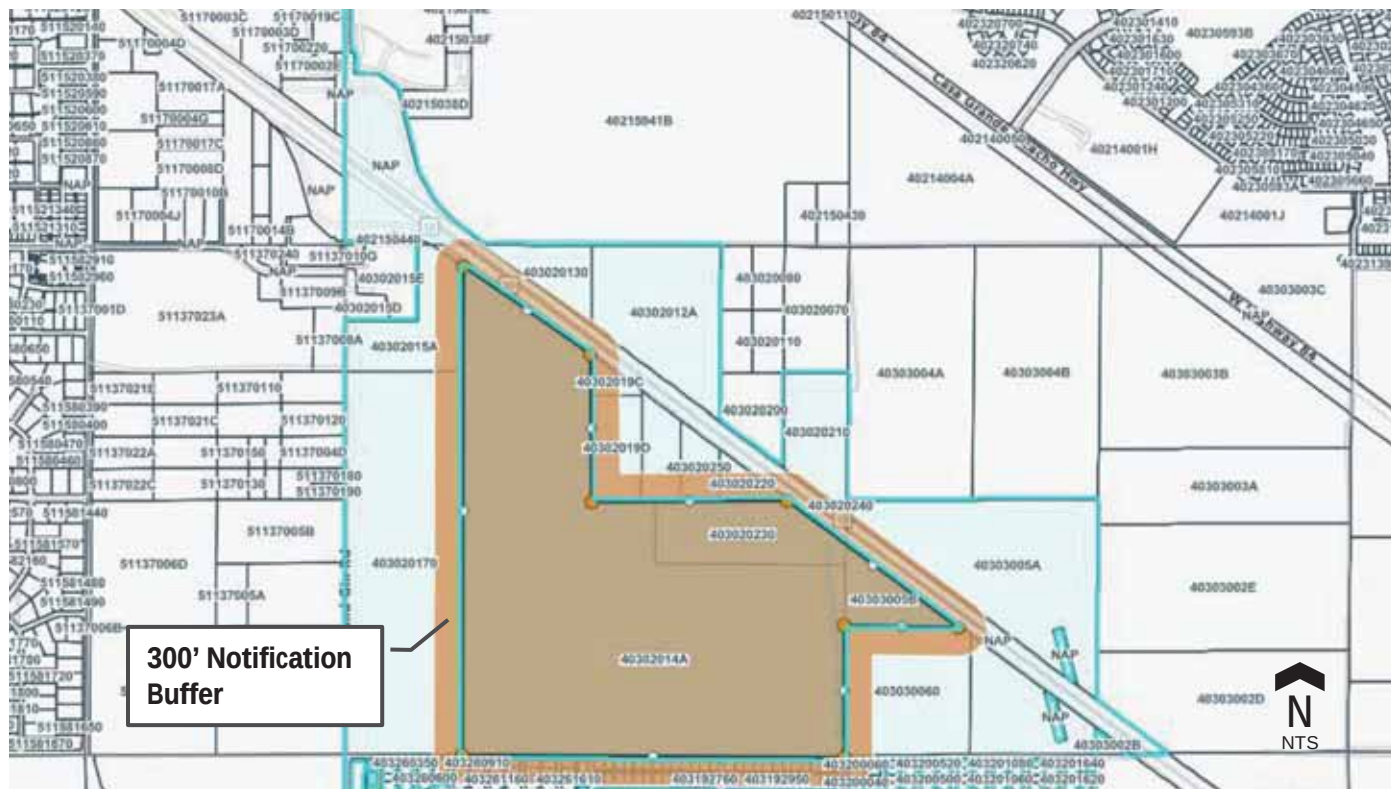
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Development Process Overview

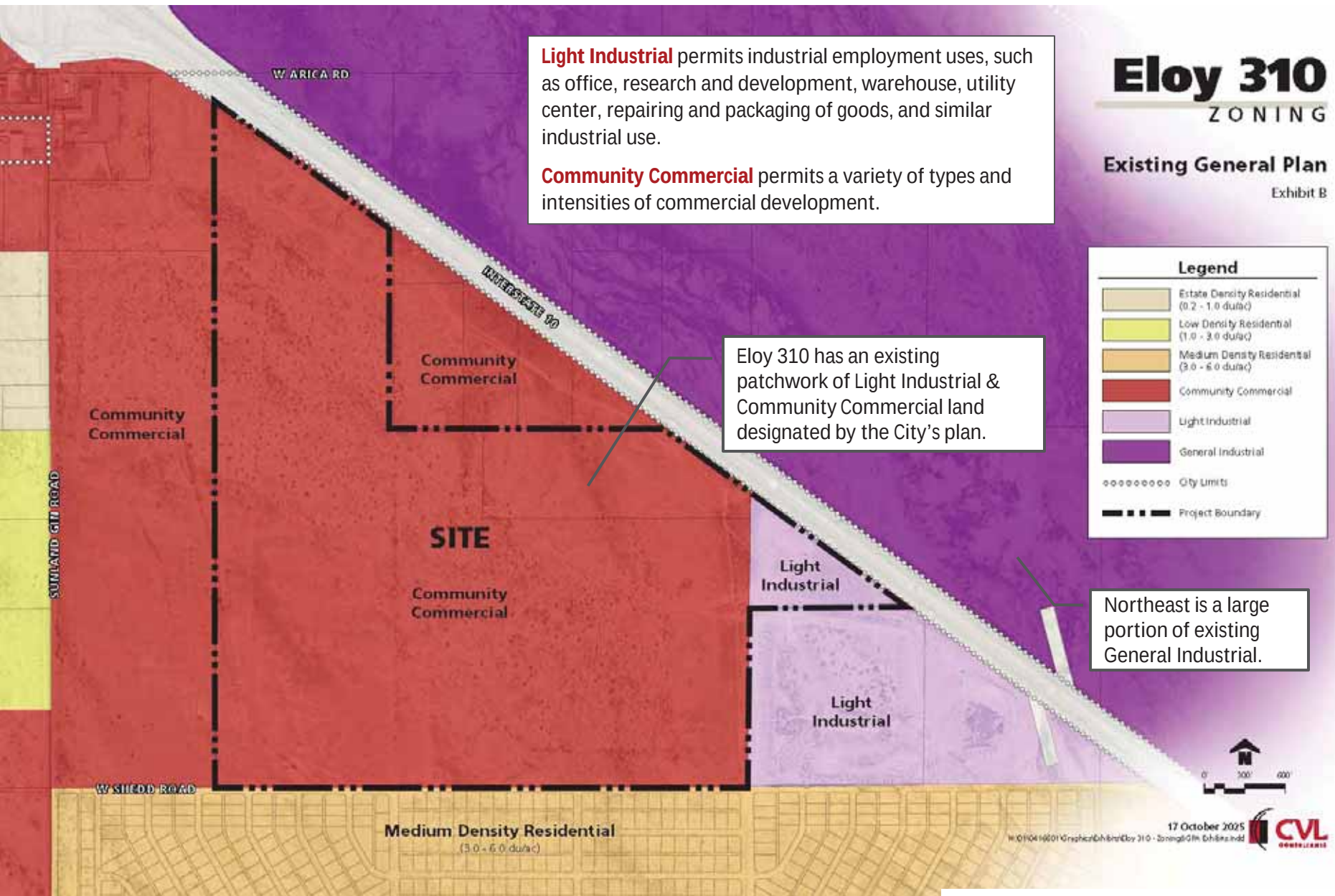


City of Eloy requires a sign posting and mailed notification to all within 300' of the site to ensure that all immediate neighbors would be included in the process. Addresses were provided by the Pinal County Assessor's Office.



Neighborhood Meeting & Open Communication (Cont.)

- This meeting is open to the public, and we welcome feedback from all. Neighborhood input will be addressed, considered, and incorporated where possible as we refine this proposal through the design process.
- Development team will continue to be available to record feedback and answer questions from the neighborhood.
- Plans and exhibits will be proactively provided to all interested parties during the rezoning and design process as they develop.
- Hearing notification signs will be posted on the site, and a mass mailing notification will be sent to all neighbors and interested parties at least 15 calendar days before the first public hearing.
- Public hearings will be open to the neighborhood for comment.



Eloy General Plan Land Use Map (LU-3)
Data from the City of Eloy

Eloy 310

ZONING

General Plan

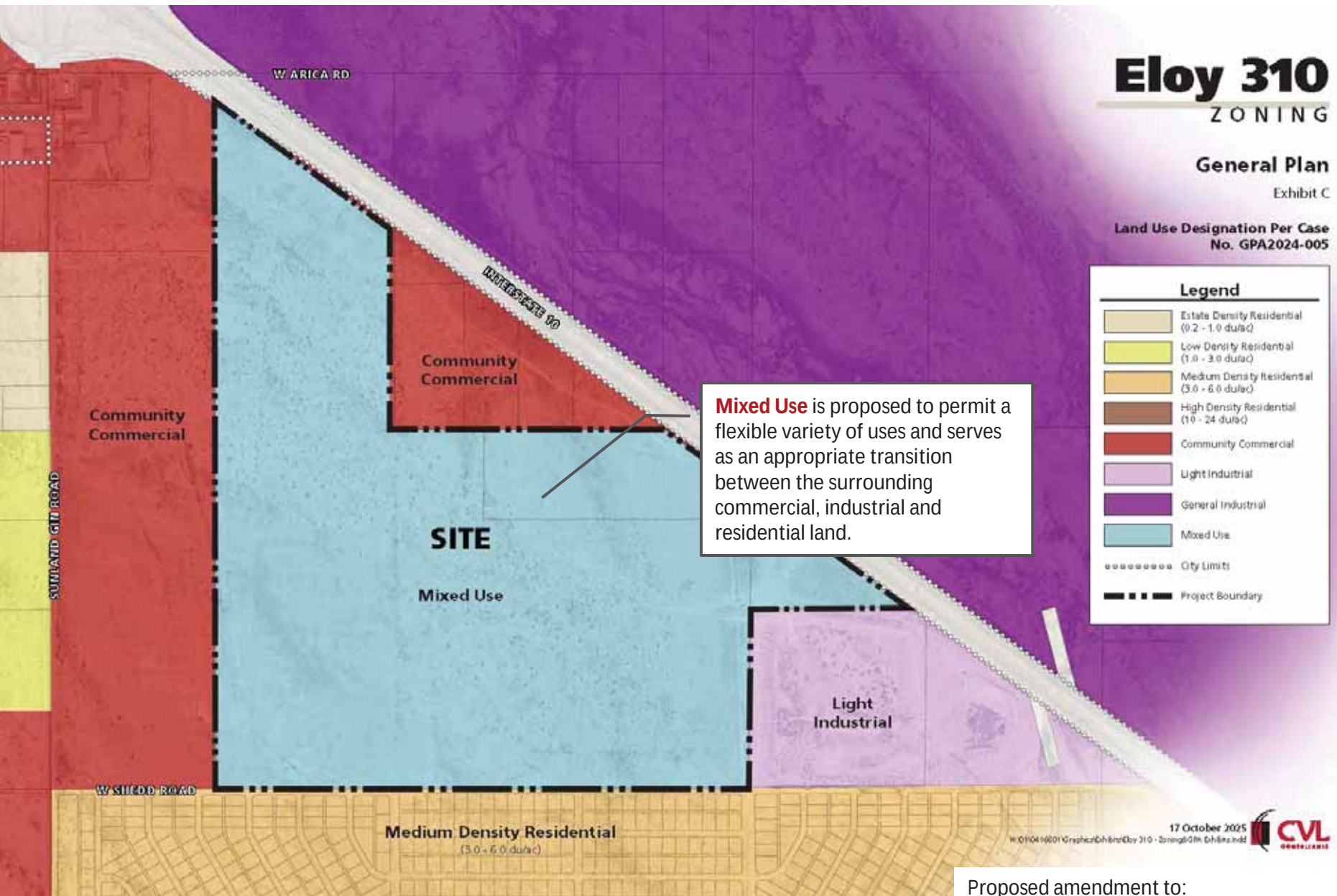
Exhibit C

Land Use Designation Per Case
No. GPA2024-005

Legend

	Estate Density Residential (0.2 - 1.0 du/ac)
	Low Density Residential (1.0 - 3.0 du/ac)
	Medium Density Residential (3.0 - 6.0 du/ac)
	High Density Residential (10 - 24 du/ac)
	Community Commercial
	Light Industrial
	General Industrial
	Mixed Use
	City Limits
	Project Boundary

Mixed Use is proposed to permit a flexible variety of uses and serves as an appropriate transition between the surrounding commercial, industrial and residential land.



17 October 2025

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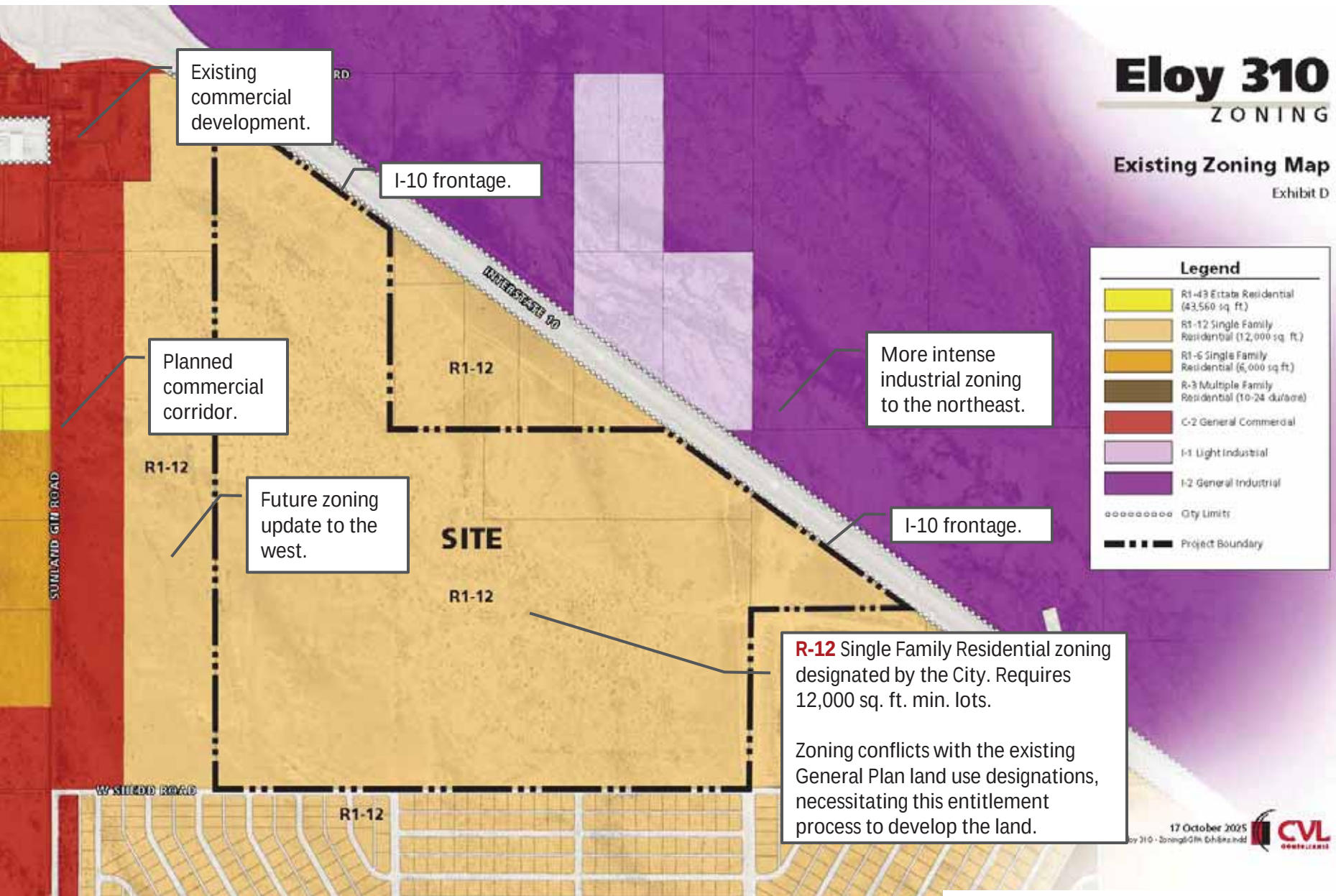
Proposed amendment to:
Eloy General Plan Land Use Map (LU-3)
Data from the City of Eloy

Eloy 310

ZONING

Existing Zoning Map

Exhibit D



17 October 2025
Eloy 310 - Springs-GM Exhibit.DDD
CVL
CONSULTANTS

Eloy 310

ZONING

Zoning Map

Exhibit E

Zoning Designation Per Case
No. RZ2024-004

Legend	
	R1-43 Estate Residential (43,560 sq. ft.)
	R1-12 Single Family Residential (12,000 sq. ft.)
	R1-6 Single Family Residential (6,000 sq. ft.)
	R-3 Multiple Family Residential (10-24 du/side)
	C-2 General Commercial
	I-1 Light Industrial
	I-2 General Industrial
	City Limits
	Project Boundary

Existing commercial development.

I-10 frontage.

Planned commercial corridor.

Future zoning update to the west.

More intense industrial zoning to the northeast.

I-10 frontage.

R-3 Multiple Family Residential is planned closer to the existing residential land to the south.

Eloy 310 proposes primarily **I-1** Light Industrial zoning.

Eloy 310 will adhere to the City's conventional design standards and permitted uses for the requested Light Industrial (I-1) and Multiple Family Residential (R-3) zones established by the City Code.

17 October 2025

\\0110410001\Graphics\Exhibits\Eloy 310 - Springs-GIM Exhibit.mxd



Proposed amendment to:
Eloy Zoning Map
Data from the City of Eloy

Eloy 310

ZONING

Land Use Plan

Exhibit F

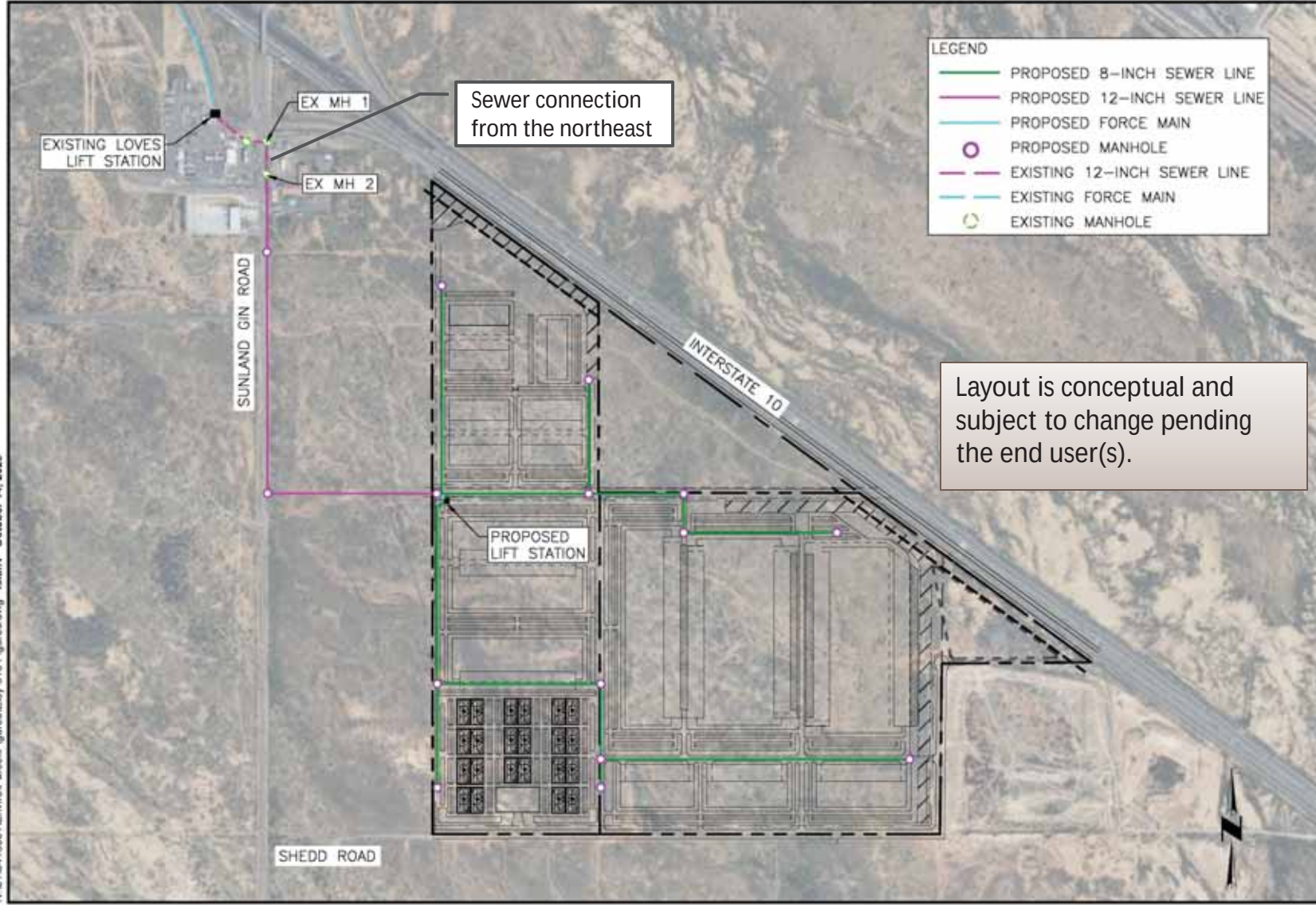
Direction	Use	Zoning	General Plan
Northeast	Undeveloped desert land and the I-10, and further northeast is the undeveloped desert land planned for the Interstate 10-8 Business Park.	R1-12, I-2 PAD	Community Commercial and General Industrial
South	Shedd Road and, further south is the Toltec / Arizona Valley subdivision.	R1-12	Medium Density Residential
East	Undeveloped desert land and the I-10.	R1-12	Light industrial
West	Undeveloped desert land and further west Sunland Gin Road.	R1-12 and C-2	Community Commercial

SITE

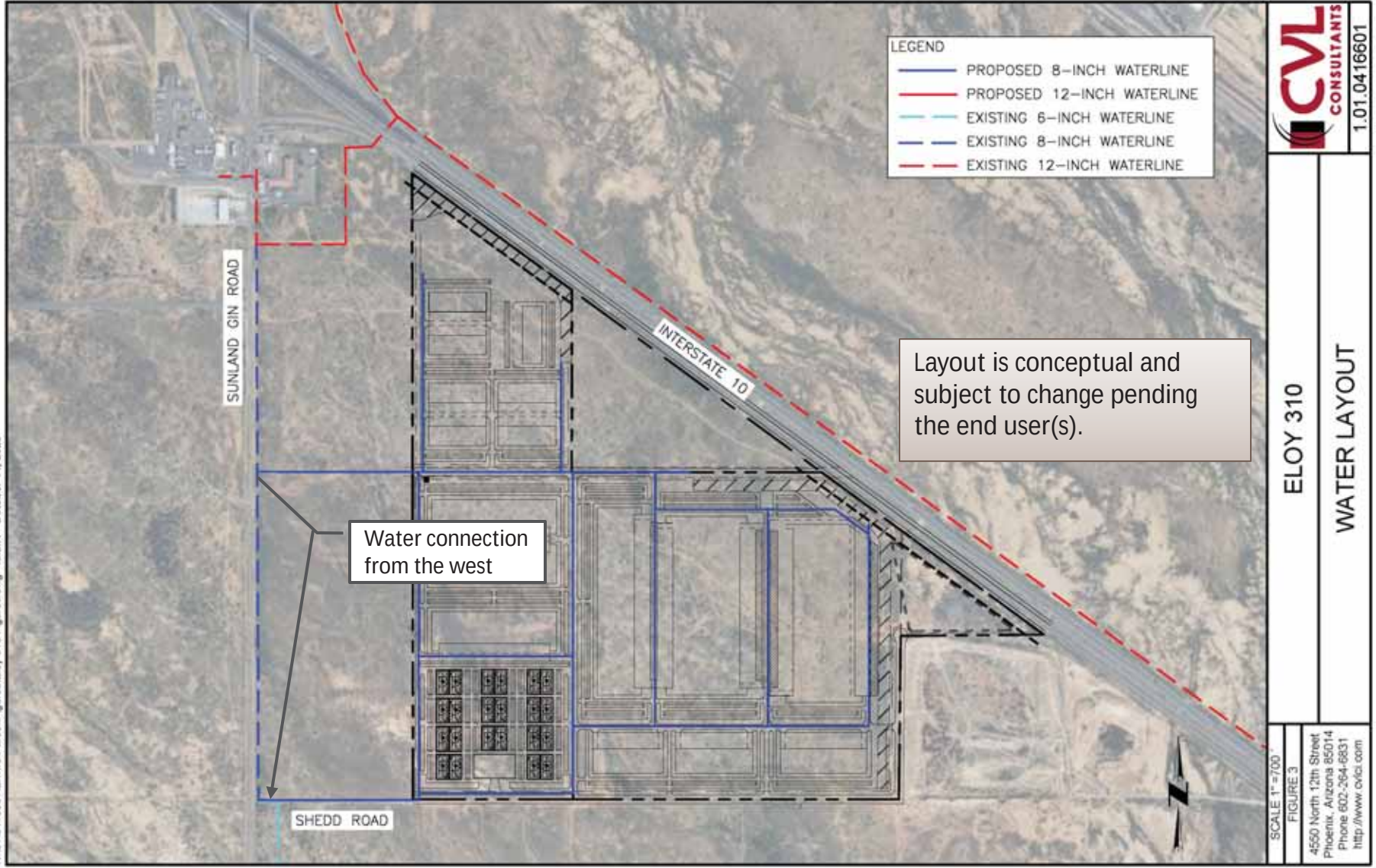
Light Industrial
(275 Acres)

Multi-Family
Residential
(35 Acres)

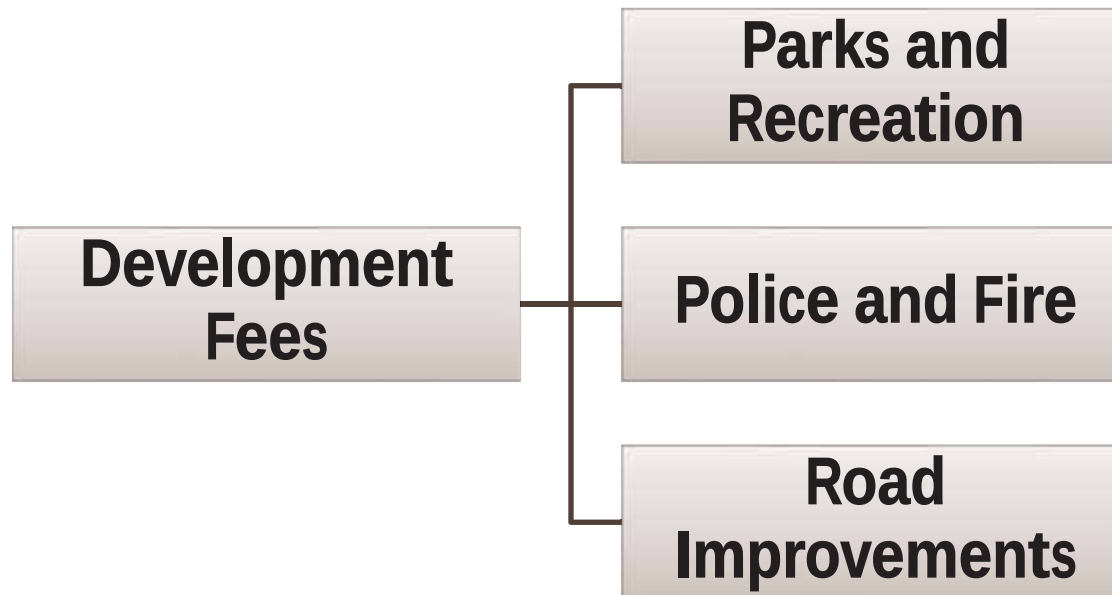




	
SCALE 1" = 700'	
FIGURE 3	
4550 North 12th Street Phoenix, Arizona 85014 Phone 602-264-6831 http://www.cvl.com	
ELOY 310	PRELIMINARY SEWER LAYOUT
1.01.0416601	



Giving Back to the City



Benefits of Proposal

Job Creation

- Establishes the zoning for lighter industrial, office, and business opportunities that support employment and economic growth.

Water Use

- Industrial development is generally 1/3 the water use of a typical residential project.

Public Safety

- ±\$2M anticipated in Public Safety funding.

Parks & Recreation

- ±\$3M anticipated in Parks funding.

Transportation

- ±\$3.5M anticipated in Roadway funding.

Preliminary dollar estimates per the City's current development impact fee schedule at the time of ultimate buildout, subject to adjustment.

Next Involvement: Public Hearings

- Applicant will continue to record feedback and answer questions from the neighborhood. Please feel free to contact the Applicant, Julie Vermillion, at 602-753-8311 or jvermillion@cvlci.com with any questions.
- Applicant will post hearing notification signs, and complete additional mailed notification to all neighbors and interested parties.
- Public hearings will be open to all for comment.

Questions?

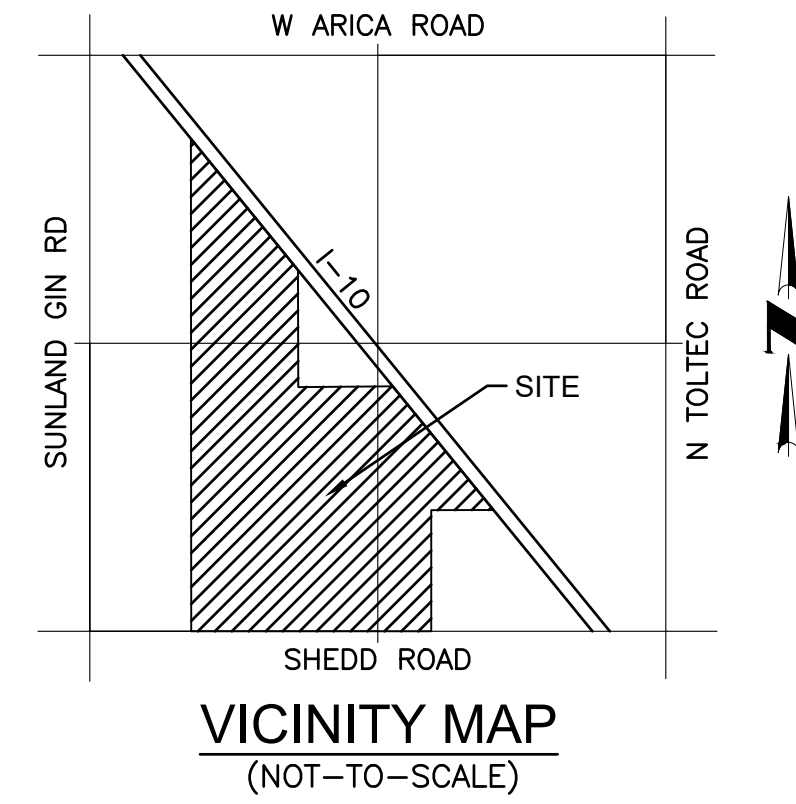


4550 N 12th Street
Phoenix, AZ 85014

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PRELIMINARY WATER & SEWER PLAN ELOY 310

S OF I-10 AND NEC OF SUNLAND GIN RD, ELOY, AZ 85193
A PORTION OF LAND LOCATED IN SECTION 19 AND 20, TOWNSHIP 7 SOUTH, RANGE 7 EAST, OF THE GILA AND SALT RIVER
MERIDIAN, PINAL COUNTY, ARIZONA



OWNER

TES FARMS
314 E ROVEY AVENUE
PHOENIX, ARIZONA 85012

DEVELOPER

RMG REAL ESTATE SERVICES III, LLC
8800 N. GAINES CENTER DRIVE, SUITE 255
SCOTTSDALE, ARIZONA 85258
PHONE: (602) 679-4438
CONTACT: ANDREA SEPULVEDA
EMAIL: SHELBY@ZENINVESTING.COM

ENGINEER

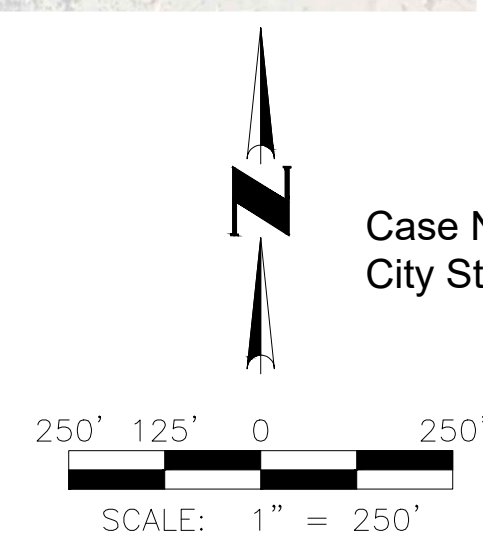
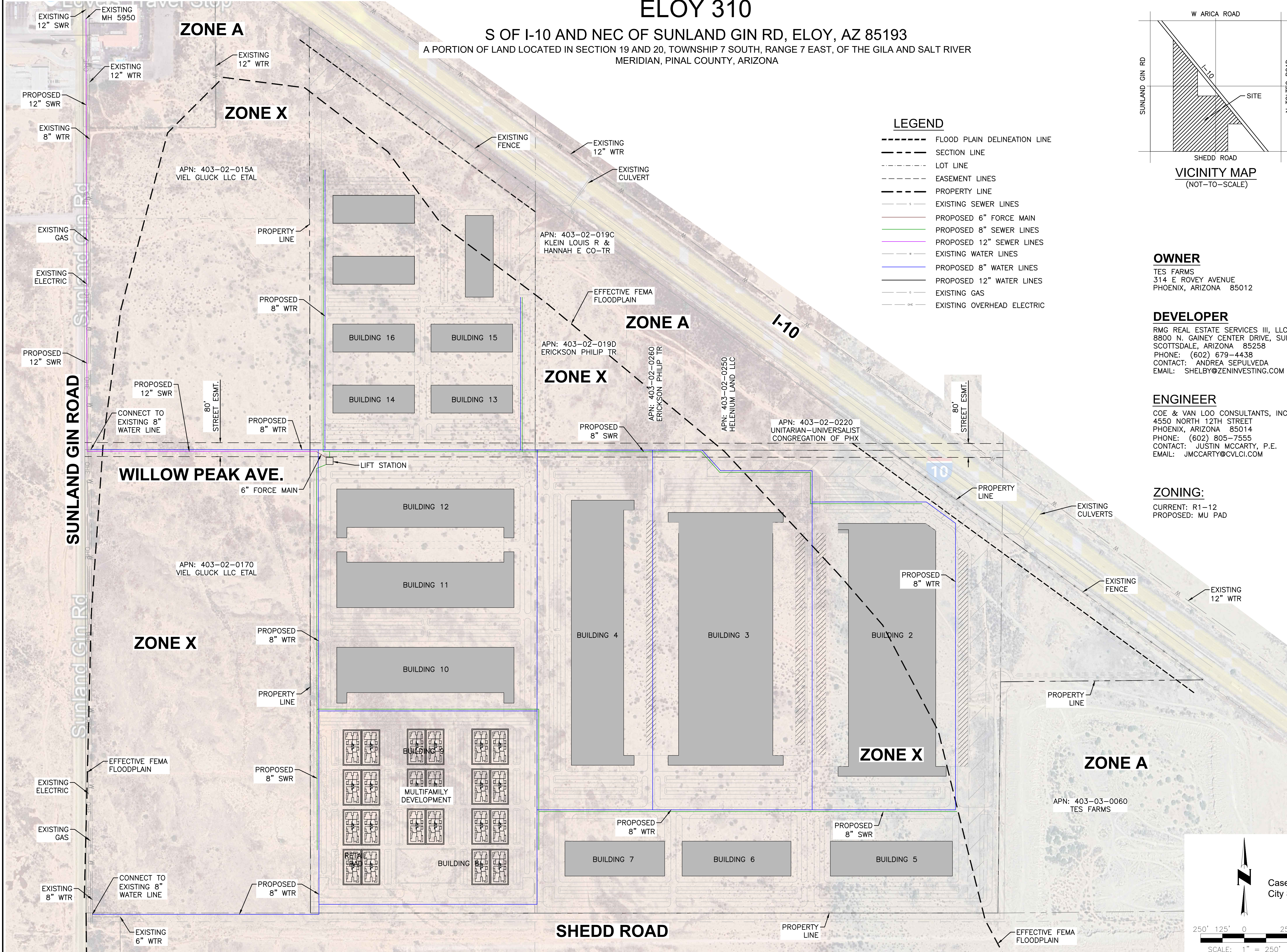
COE & VAN LOO CONSULTANTS, INC.
4550 NORTH 12TH STREET
PHOENIX, ARIZONA 85014
PHONE: (602) 805-7555
CONTACT: JUSTIN MCCARTY, P.E.
EMAIL: JMCCARTY@CVLCI.COM

ZONING:

CURRENT: R1-12
PROPOSED: MU PAD

LEGEND

- FLOOD PLAIN DELINEATION LINE
- SECTION LINE
- LOT LINE
- EASEMENT LINES
- PROPERTY LINE
- EXISTING SEWER LINES
- PROPOSED 6" FORCE MAIN
- PROPOSED 8" SEWER LINES
- PROPOSED 12" SEWER LINES
- EXISTING WATER LINES
- PROPOSED 8" WATER LINES
- PROPOSED 12" WATER LINES
- EXISTING GAS
- EXISTING OVERHEAD ELECTRIC



Case No. RZ2024-004
City Staff Date of 12-17-2025

PRELIMINARY
WATER & SEWER PLAN
ELOY 310
ELOY, ARIZONA

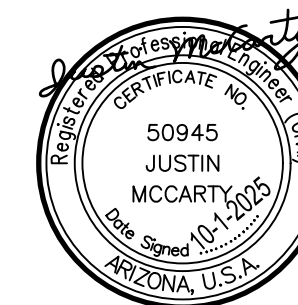
PRELIMINARY

WATER & SEWER PLAN
ELOY 310
ELOY, ARIZONA

PLAN SHEET

SHEET
1 OF 1

CVL Contact: J. MCCARTY
CVL Project #: 01.0416601



CVL CONSULTANTS
4550 North 12th Street
Phoenix, Arizona 85014
602-264-6831
www.cvlci.com

Coe & Van Loo Consultants, Inc.



PROVIDING VALUE FIRST

Eloy 310

Sunland Gin Road

Traffic Impact Analysis

Case No. 2024-004
City Staff date of
December 17, 2025

City of Eloy, Arizona

October 2025

First Submittal: August 2025

PREPARED FOR:

CVL Consultants, Inc.

APPROVED BY:

CITY OF ELOY ENGINEER
CITY OF ELOY PUBLIC WORKS DEPARTMENT

DATE

PREPARED BY:

Y2K Engineering, LLC.

Project No. 24-121

Contact: Melissa Gende PE, PTOE, RSP₁; mgende@y2keng.com



A handwritten signature in black ink that reads 'Melissa Gende'.



1921 S. Alma School Rd, Ste 204, Mesa, AZ 85210



480.696.1701



info@y2keng.com

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EXECUTIVE SUMMARY

Eloy 310 is a proposed development located on the northwest corner of Shedd Road and Overfield Road in Eloy, Arizona. The proposed site concept includes the development of industrial use and multi-family housing on the 296-acre parcel. The proposed site will be accessed by internal roadways connecting the site to the roadway network west of the site

TRIP GENERATION

- The proposed development is anticipated to generate a total of 771 trips (entering and exiting) during the AM peak hour and 843 trips during the PM peak hour.

SITE ACCESS

- The proposed development will provide access to the site by one full access driveway on Sunland Gin Road and additional 5 full access points driveways on Shedd Road.

LEVEL OF SERVICE ANALYSIS

The following intersections experience an overall failing LOS in the 2025 Existing conditions:

- Sunland Gin Road at I-10 EB Ramps
- Sunland Gin Road and Arica Road

The following intersections experience an overall failing LOS in 2027:

- Sunland Gin Road and I-10 WB Ramps
 - 2032 Total PM Peak – LOS F
- Sunland Gin Road and I-10 EB Ramps
 - 2027 Background PM Peak – LOS F
 - 2027 Total AM Peak – LOS E
 - 2027 Total PM Peak – LOS F
- Sunland Gin Road and Access A
 - 2027 Total AM Peak – LOS E

The following intersections experience an overall failing LOS in 2032:

- Sunland Gin Road and I-10 WB Ramps
 - 2032 Total PM Peak – LOS F
- Sunland Gin Road and I-10 EB Ramps
 - 2032 Background PM Peak – LOS F
 - 2032 Total AM Peak – LOS E
 - 2032 Total PM Peak – LOS F
- Sunland Gin Road and Access A
 - 2032 Total AM Peak – LOS F
 - 2032 Total PM Peak – LOS E

ACCELERATION AND DECELERATION LANE ANALYSIS

- Based on right turn lane criteria provided by Pinal County, northbound right turn lanes are warranted on Sunland Gin Road at Access A and Shedd Road.
- Based on left turn lane criteria provided by Pinal County, southbound left turn lanes are warranted on Sunland Gin Road at Access A and Shedd Road and Shedd Road and the Multifamily Access and Sierra Vista Road.
- Acceleration lanes are recommended in the northbound and southbound direction at Access A and the southbound direction at Shedd Road to improve the safety and operations of the roadway network.

RECOMMENDATIONS

The following auxiliary turn lanes and length are recommended to be installed by the development if they are not already in place.

Upon construction of Access A:

- Monitor traffic volumes as development progresses in the area, and install a traffic signal when warrants are met – anticipated to be met by 2027 with full buildout of the site.
- Southbound Left Turn on Sunland Gin Road at Access A – 300 feet
- Northbound Right Turn on Sunland Gin Road at Access A – 100 feet
- Westbound Left Turn on Access A at Sunland Gin Road – 100 feet
- Northbound Right Turn Acceleration Lane on Sunland Gin Road at Access A – 500 feet
- Southbound Left Turn Acceleration Lane on Sunland Gin Road at Access A – 500 feet

Upon construction of Shedd Road:

- Monitor traffic volumes as development progresses in the area, and install a traffic signal when warrants are met – anticipated to be met by 2027 with full buildout of the site.
- City of Eloy direction indicates the roadway will be constructed with a commercial collector cross section, with a center turn lane throughout. This center turn lane is expected to accommodate the left-turns into the site driveways.
- Southbound Left Turn on Sunland Gin Road at Shedd Road – 150 feet
- Northbound Right Turn on Sunland Gin Road at Shedd Road – 100 feet
- Southbound Left Turn Acceleration Lane on Sunland Gin Road at Shedd Road – 500 feet
- Westbound Left Turn on Shedd Road at Sunland Gin Road – 100 feet

The following intersection geometry improvements are recommended to mitigate congestion not directly associated with the development:

- Dual left turn lanes on the northbound approach to the I-10 WB on-ramp
- Dual right turn lanes on the I-10 EB off-ramp

A summary of recommended improvements are shown in **Figure 1**.



Figure 1: Recommended Improvements

INTRODUCTION

Eloy 310 is a proposed development located on the northwest corner of Shedd Road and Overfield Road in Eloy, Arizona. The proposed site concept includes the development of industrial use (assumed to be warehousing) and multi-family housing on the 296-acre parcel. The proposed site will be primarily accessed via an access point directly to Sunland Gin Road, located approximately 2,000 feet south of Mountain View Avenue, and via four driveways along the southern edge of the property along the future Shedd Road, which will intersect Sunland Gin Road approximately 4,000 feet south of Mountain View Avenue. The development consists of warehousing (3,786 KSF) and a multi-family housing development on the southwestern corner of the development with 318 dwelling units.

STUDY OBJECTIVES

The objectives of the study include the following:

- Document existing conditions, three years of historical crash data, and perform an existing conditions level of service analysis.
- Estimate generated trips for the proposed development and distribute them to the surrounding street system.
- Add the new trips from the proposed development to the background traffic.
- Determine future levels of service with and without the proposed project.
- Recommend roadway improvements to provide for a safe and efficient transportation system and to minimize impacts of the proposed development.

SCOPE OF STUDY

The Traffic Impact Analysis has been prepared in accordance with the Pinal County Traffic Impact Analysis Procedures. The analysis years for the study are the opening year (assumed to be 2027) and five years after opening (2032).

Figure 2 provides the vicinity map and **Figure 3** includes an aerial of the proposed site plan and details the study area.



Figure 2: Vicinity Map

STUDY AREA

The study area includes the following existing intersections:

- I-10 Eastbound Ramps & Sunland Gin Rd
- I-10 Westbound Ramps & Sunland Gin Rd
- Sunland Gin Rd & Mountain View Ave
- Sunland Gin Rd & Arica Rd (Existing Conditions)
- Sunland Gin Rd & W Arica Connector (Future Conditions)

The following intersections are included in the future scenario analyses and are expected to be in place by the time the project is implemented, either as part of this project or through nearby development improvements:

- Sunland Gin Rd & Access A
- Sunland Gin Rd & Shedd Rd (Future Intersection)
- Shedd Road & Multifamily Access
- Shedd Road & Sierra Vista Road
- Shedd Road & Driveway B
- Shedd Road & Driveway C
- Shedd Road & Overfield Road

ANALYSIS TIME PERIODS AND HORIZON YEARS

The weekday AM and PM peak hour periods were analyzed. The future traffic analysis was conducted for the 2027 Opening Year and the 2032 Horizon Year.

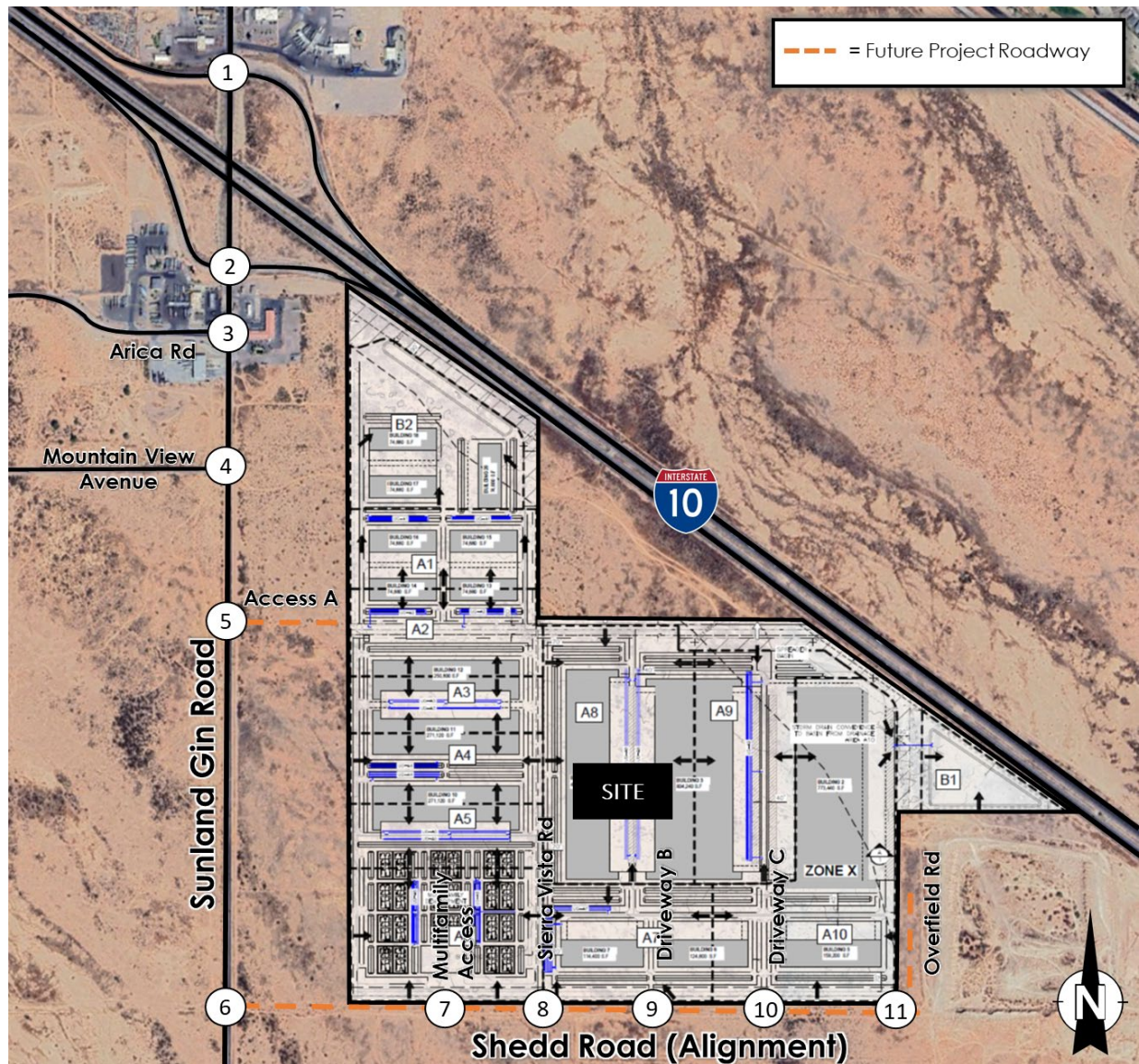


Figure 3: Project Site Aerial

EXISTING CONDITIONS

SURROUNDING AREA

The development is proposed on currently vacant land on the northwest corner of Shedd Road and Sunland Gin Road in Pinal County, Arizona. The lot is mostly surrounded by undeveloped land with some small commercial developments to the north.

DESCRIPTION OF EXISTING TRANSPORTATION SYSTEM

INTERSTATE 10

Interstate 10 (I-10) is an interstate that travels northwest/southeast immediately north of the project area. I-10 provides three lanes in each direction and serves as a major connection to the Phoenix metro area and to Tucson.

SUNLAND GIN ROAD

Sunland Gin Road is a north-south roadway classified as a major collector per the Pinal County Functionally Classified Roads map¹. Sunland Gin Road is identified as a future regionally significant road (RSR) principal arterial in the 2020 *Regionally Significant Routes for Safety and Mobility* map². The roadway provides one lane in each direction. Sunland Gin Road provides a north/south connection from Arizona City to I-10. Sunland Gin Road has posted speed limit of 25 mph north of Mountain View Avenue and 50 mph south of Mountain View Avenue. In the project limits there are no sidewalks, bicycle facilities, or roadway lighting provided on either side of the roadway.

ARICA ROAD

Arica Road is an east-west roadway that is not included in the Pinal County Functionally Classified Roads map and is assumed to be classified as a local roadway. In the project limits, there are two lanes in each direction. Arica Road has posted speed limit of 25 mph. In the project limits there are no sidewalks, bicycle facilities, or roadway lighting provided on either side of the roadway.

MOUNTAIN VIEW AVENUE

Mountain View Avenue is an east-west roadway classified as a local roadway. In the project limits, there are two lanes in each direction. Mountain View Avenue has posted speed limit of 35 mph. In the project limits there are no sidewalks, bicycle facilities, or roadway lighting provided on either side of the roadway.

INTERSECTION OF I-10 WESTBOUND RAMPS & SUNLAND GIN ROAD

Sunland Gin Road and I-10 westbound ramps is a four-legged signalized intersection. Sunland Gin Road is the north and south legs and the northbound and southbound approaches to the intersection. I-10 egress and ingress ramps act as the east and west legs and the one-way westbound approach. The northbound approach provides a single left turn lane and a through lane. The southbound approach provides a through lane and a right turn lane. The westbound approach provides a shared left turn/through lane and a right turn lane. There are no striped pedestrian crosswalks across any of the legs of the intersection and no pedestrian ramps or sidewalks on any corner.

INTERSECTION OF I-10 EASTBOUND RAMPS & SUNLAND GIN ROAD

Sunland Gin Road and I-10 eastbound ramps is a four-legged signalized intersection. Sunland Gin Road is the north and south legs and the northbound and southbound approaches to the intersection. I-10 egress and ingress ramps act as the east and west legs and the one-way eastbound approach. The northbound approach provides a single right turn lane and a through lane. The southbound approach provides a through lane and a left turn lane. The eastbound approach provides a shared left turn/through lane and a right turn lane. There are no striped pedestrian crosswalks across any of the legs of the intersection and no pedestrian ramps or sidewalks on any corner.

INTERSECTION OF SUNLAND GIN ROAD & ARICA ROAD

Sunland Gin Road and Arica Road is a three-legged minor street stop-controlled intersection. All approaches provide a shared left turn/through/right turn lane. The eastbound approach is stop-controlled. The east side of the intersection acts as driveway access to the Motel 6 on the eastern side of Sunland Gin Road but lacks any type of access control and drivers may turn into the Motel anywhere along the 300-foot property frontage. Counts for the east leg/westbound approach did not capture volumes associated with the Motel.

¹ <https://apps.azdot.gov/files/maps/functional-classification/counties/pinal-county-fc-map.pdf>

² <https://www.pinal.gov/DocumentCenter/View/535/RSRSM-2020-Map-Update-PDF>

There are no striped pedestrian crosswalks across any of the legs of the intersection and no pedestrian ramps or sidewalks on any corner.

INTERSECTION OF SUNLAND GIN ROAD & MOUNTAIN VIEW AVENUE

Sunland Gin Road and Mountain View Avenue is a three-legged intersection. At the time of this report, the intersection was controlled by a temporary signal which was put in place on November 13, 2024 to control traffic during construction north of the intersection. In typical conditions, the intersection is controlled by a stop sign on Mountain View Avenue and the intersection is expected to revert to stop control upon the completion of construction therefore this report will analyze the intersection under the normal stop-control conditions. The northbound approach provides a shared left turn/through lane. The southbound approach provides a shared through/right-turn lane. The eastbound approach provides a shared left/right-turn lane. There are no striped pedestrian crosswalks across any of the legs of the intersection and no pedestrian ramps or sidewalks on any corner.

The existing roadway geometry and intersection traffic control are depicted in **Figure 4**.

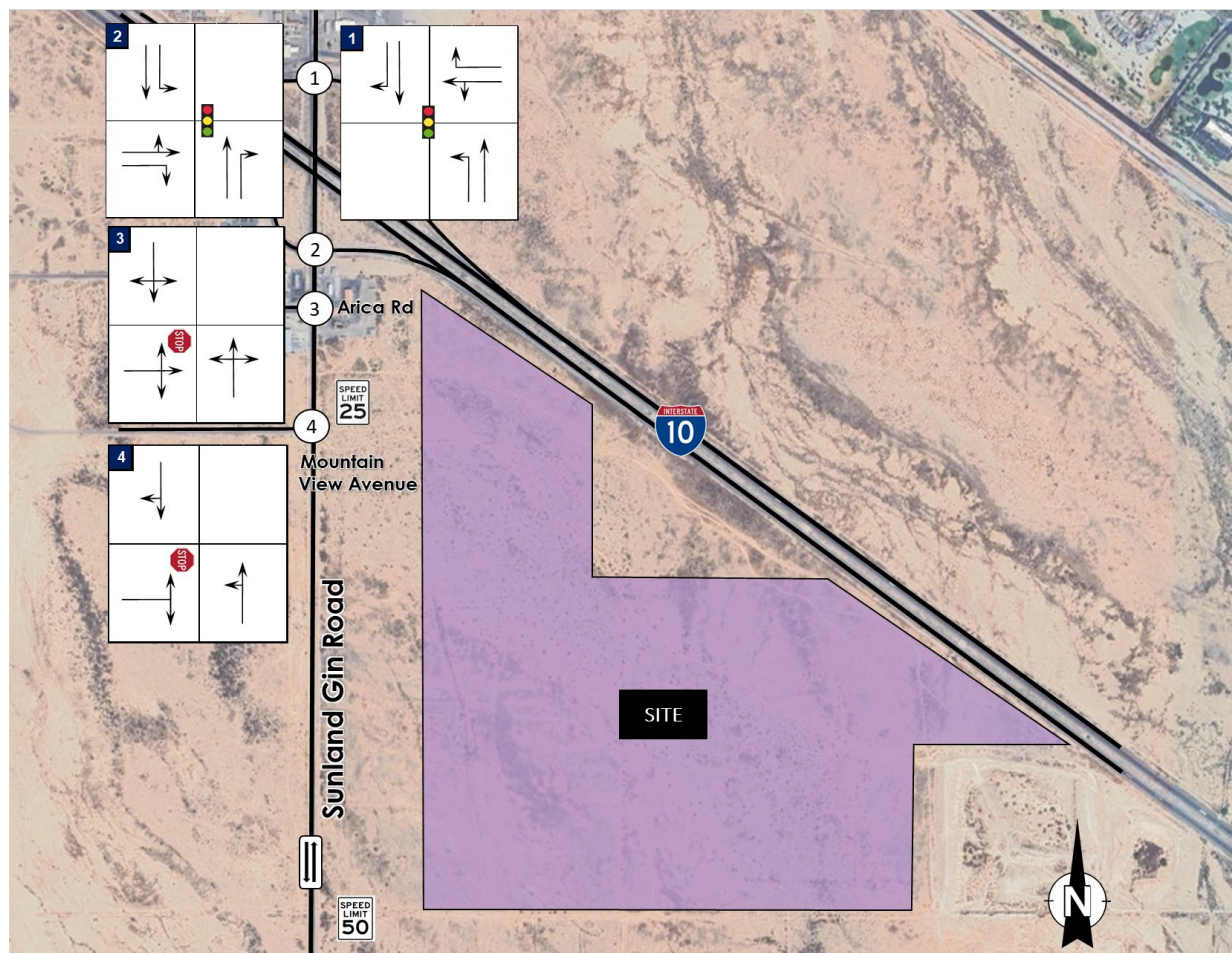


Figure 4: Existing Lane Configurations and Traffic Control

EXISTING TRAFFIC VOLUMES

TRAFFIC COUNTS

Traffic counts were collected on Wednesday, June 18, 2025. Because these counts were taken during the summer while school was not in session, a monthly adjustment factor was applied to reflect typical traffic volumes. Monthly adjustment factors are based on historical data from continuous count stations accessed via ADOT's Transportation Data Management System³ and account for seasonal changes in traffic. The factor is calculated by dividing the annual average daily traffic (AADT) by the average daily traffic (ADT) for June. **Table 1** lists the locations used in the adjustment factor calculations, their AADT and June ADT values, and the adjustment factor applied to the collected volumes. Detailed volumes from each station used for these calculations are provided in **Appendix B**.

Table 1: Traffic Count June Adjustment Factor Calculation

Location	Location ID	2023 AADT	June 2023 ADT	June Adjustment Factor (AADT/ADT)
I-10 between Sunland Gin Rd & Toltec Rd	100131	58,180	56,250	1.03
SR-87 North of I-10	100944	3,861	3,742	1.03

The adjustment factor of 1.03 was applied to the collected traffic volumes collected at the following locations:

- I-10 Westbound Ramps & Sunland Gin Road
- I-10 Eastbound Ramps & Sunland Gin Road
- Sunland Gin Road & Arica Road
- Sunland Gin Road & Mountain View Avenue

These adjusted volumes were used as the baseline for the existing conditions analysis and future years analyses. The collected traffic volumes are provided in **Appendix C**. Traffic volumes were collected from 7:00-9:00AM and 4:00-6:00PM. From the collected data, peak hours were identified as 7:00-8:00AM and 4:45-5:45PM. The 2025 existing conditions traffic volumes with the adjustment factor applied are shown in **Figure 5**.

Collected volumes include volume data broken down by vehicle classification. Truck traffic comprises a high percentage of existing traffic volumes at Arica Road and the I-10 ramps with several movements connecting the interstate to the truck stop developments carrying 50% heavy vehicle traffic. Truck traffic makes up less than 2% of peak hour volumes at Mountain View Avenue. High heavy vehicle percentages are reflected in the operations analysis throughout this report.

³ <https://adot.public.ms2soft.com/tcds/tsearch.asp?loc=Adot&mod=TCDS>

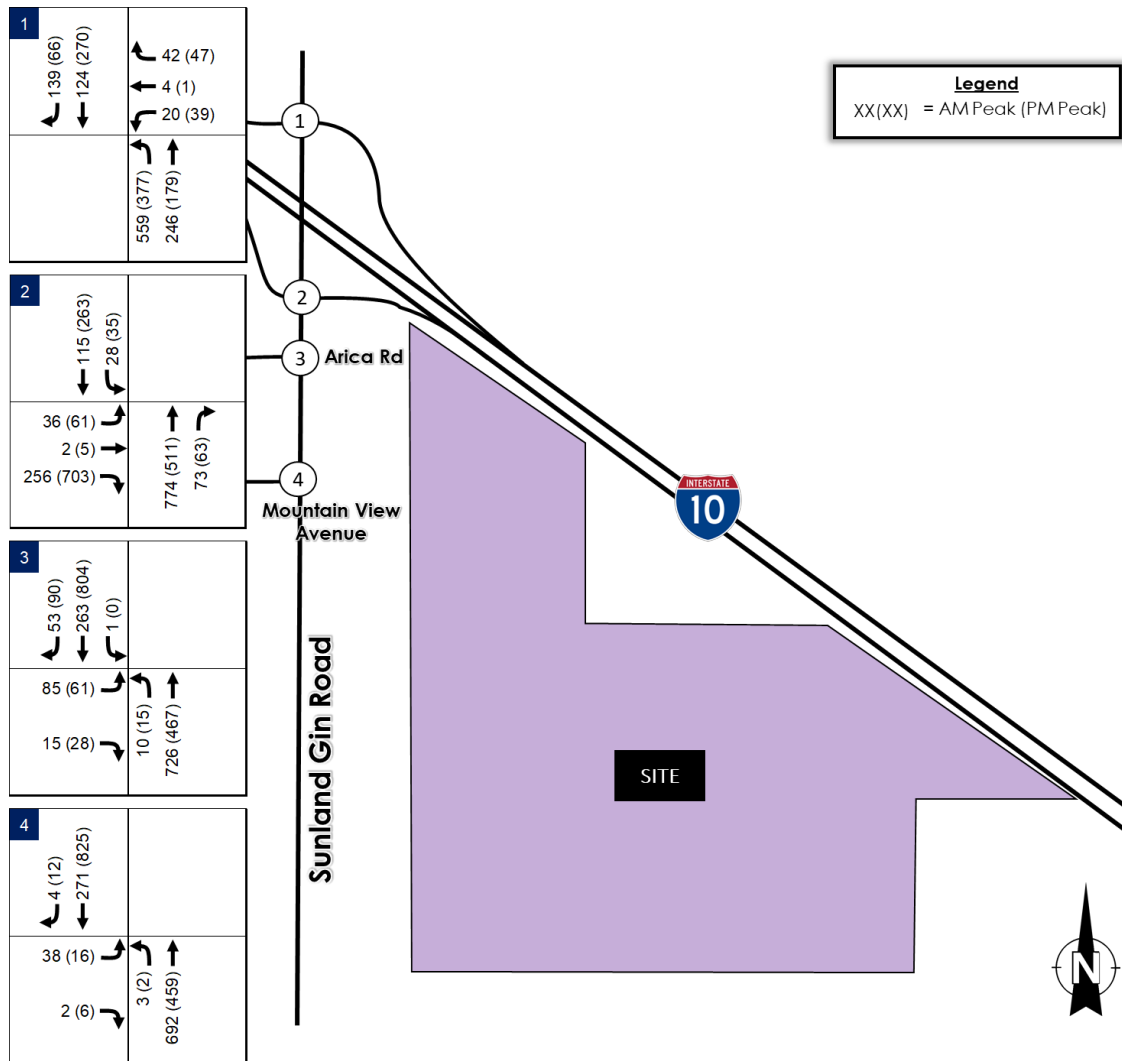


Figure 5: 2025 Existing Traffic Volumes

EXISTING LEVEL OF SERVICE ANALYSIS

The 2025 existing traffic volumes were analyzed to determine the level of service (LOS) during the weekday AM and PM peak hours at the four existing intersections within the study area. The LOS analysis was prepared using Synchro 12 software. The level of service criteria, as stated in the *Highway Capacity Manual, Seventh Edition*, is provided in **Table 2**. The analysis worksheets are included in **Appendix D**, and a summary of the existing level of service analysis is provided in **Table 3**.

Table 2: Level of Service Criteria

Level-of-Service	Average Delay (seconds per vehicle)	
	Unsignalized	Signalized
A	≤ 10	≤ 10
B	> 10 to 15	> 10 to 20
C	> 15 to 25	> 20 to 35
D	> 25 to 35	> 35 to 55
E	> 35 to 50	> 55 to 80
F	> 50	> 80

Table 3: 2020 Existing Level of Service Analysis

Intersection	Traffic Control	Movement/ Approach	Existing Conditions			
			AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Sunland Gin Rd & I-10 WB Ramps	Traffic Signal	INTERSECTION	11.1	B	35.3	D
		WB Approach	36.0	D	34.3	C
		WB Thru/Left	36.0	D	34.3	C
		WB Right	0.0	A	0.0	A
		NB Approach	7.0	A	22.9	C
		NB Left	9.5	A	25.3	C
		NB Thru	1.4	A	18.1	B
		SB Approach	33.0	C	57.8	E
		SB Thru	33.0	C	57.8	E
		SB Right	0.0	A	0.0	A
2 Sunland Gin Rd & I-10 EB Ramps	Traffic Signal	INTERSECTION	43.1	D	66.5	E
		EB Approach	48.1	D	82.5	F
		EB Thru/Left	31.4	C	18.0	B
		EB Right	50.7	D	88.5	F
		NB Approach	45.1	D	61.1	E
		NB Thru	47.8	D	65.0	E
		NB Right	16.2	B	28.6	C
		SB Approach	22.3	C	35.9	D
		SB Left	44.0	D	52.7	D
		SB Thru	16.8	B	33.7	C
3 Sunland Gin Rd & Arica Rd	Minor Street Stop Control					
		EB Approach	38.0	E	69.9	F
		NB Left	7.9	A	9.8	A
4 Sunland Gin Rd & Mountain View Ave	Minor Street Stop Control					
		EB Approach	22.8	C	28.6	D
		NB Left	7.8	A	9.6	A

Under existing 2025 conditions all movements and approaches at the following intersection operates at an acceptable level of service (LOS D or better) during both the AM and PM peak hours:

- Sunland Gin Road and Mountain View Avenue

The following intersections operate at an overall unacceptable level of service (LOS E or F) during at least one peak hour:

- Sunland Gin Road and I-10 EB Ramps operate at LOS E in the PM peak hour. The poor operations are primarily due to very high volumes and a high percentage of heavy vehicles in the traffic mix, particularly on the eastbound right turn movement.
- Sunland Gin Road and Arica Road operates at LOS E in the AM peak hour and LOS F in the PM peak hour. The poor operations are primarily due to the high volume of free-flowing through traffic on Sunland Gin Road which inhibits traffic from Arica Rd, including a high percentage of heavy vehicle traffic, from being able to efficiently turn on to Sunland Gin Road.

In addition to the intersections discussed above, the intersection of Sunland Gin Road and I-10 WB ramps operates at an overall acceptable level of service (LOS D or better) during both peak hours but the southbound through movement experiences LOS E during the PM peak hour due to high demand at the intersection.

HISTORICAL CRASH ANALYSIS

The past three years of available crashes from the ADOT database, from January 1, 2021, to December 31, 2023, were analyzed on Sunland Gin Road from I-10 WB to approximately 0.75 miles south of Mountain View Avenue. Crashes reported within 150 feet of the roadway were included in the analysis. Crashes on the I-10 mainline were excluded from the analysis.

A total of 73 crashes occurred on the roadway segment, where 52 crashes resulted in no injuries, 16 crashes resulted in possible injuries, 4 crashes resulted in minor injuries, and 1 crash resulted in serious injury. Rear-end crashes were the most reported collision type within the three-year period with 47 incidents. Crashes were prevalent at the I-10 on/off ramps on the roadway segment, with 23 occurring at the eastbound interchange and 10 happening at the westbound interchange. The crashes are summarized by injury severity and collision manner in **Table 4**.

Table 4: Crash Summary by Injury Severity and Collision Manner

Injury Severity						
YEAR	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	TOTAL
2021	0	1	1	3	18	23
2022	0	0	1	5	15	21
2023	0	0	2	8	19	29
TOTAL	0	1	4	16	52	73
Manner of Collision						
YEAR	Single Vehicle	Angle	Left Turn	Rear End	Sideswipe	Other
2021	0	1	1	19	2	0
2022	1	2	4	10	2	2
2023	1	0	4	18	5	1
TOTAL	2	3	9	47	9	3

FUTURE BACKGROUND TRAFFIC PLANNED IMPROVEMENTS

As shown by the existing traffic volumes and LOS analysis presented in the **EXISTING CONDITIONS** section, Sunland Gin Road has nearly reached capacity during peak hours. The Sun Corridor MPO 20232-2027 Transportation Improvement Program (TIP)⁴ lists two planned capacity enhancement projects on Sunland Gin Road within the study area:

- Sunland Gin Road: Arica to I-10
 - Widening from one lane in each direction to two lanes in each direction
 - Upgrading the functional classification to major arterial
 - Open to traffic year: 2024 (expected to open to traffic in 2026)
- Sunland Gin Road Overpass at I-10
 - Reconstruction and widening from one lane in each direction to two lanes in each direction
 - Open to traffic year: 2026

Concept plans for the widening of Sunland Gin Road from south of Arica Road to I-10 were obtained and referenced for this analysis. As stated, the project involves widening Sunland Gin Road to provides two lanes in each direction from south of Arica Road to I-10 and implements median access control throughout the corridor. The project will also provide a bypass to Arica Road approximately 500 feet to the south and install a traffic signal at the new intersection. The existing full access at Arica Road will be restricted to right-in, right-out access with the installation of a raised median. An excerpt of the 60% design plans referenced for this widening project are provided in **Appendix E**.

Concept plans for the I-10 overpass reconstruction and widening project were not able to be obtained for reference therefore reasonable assumptions about improvements were made to support this analysis.

The lane configuration assumed for the background conditions traffic analysis is shown in **Figure 6**.

⁴ <https://www.scmpo.org/wp-content/uploads/2023/10/2023-2027-TIP-Compiled.pdf>

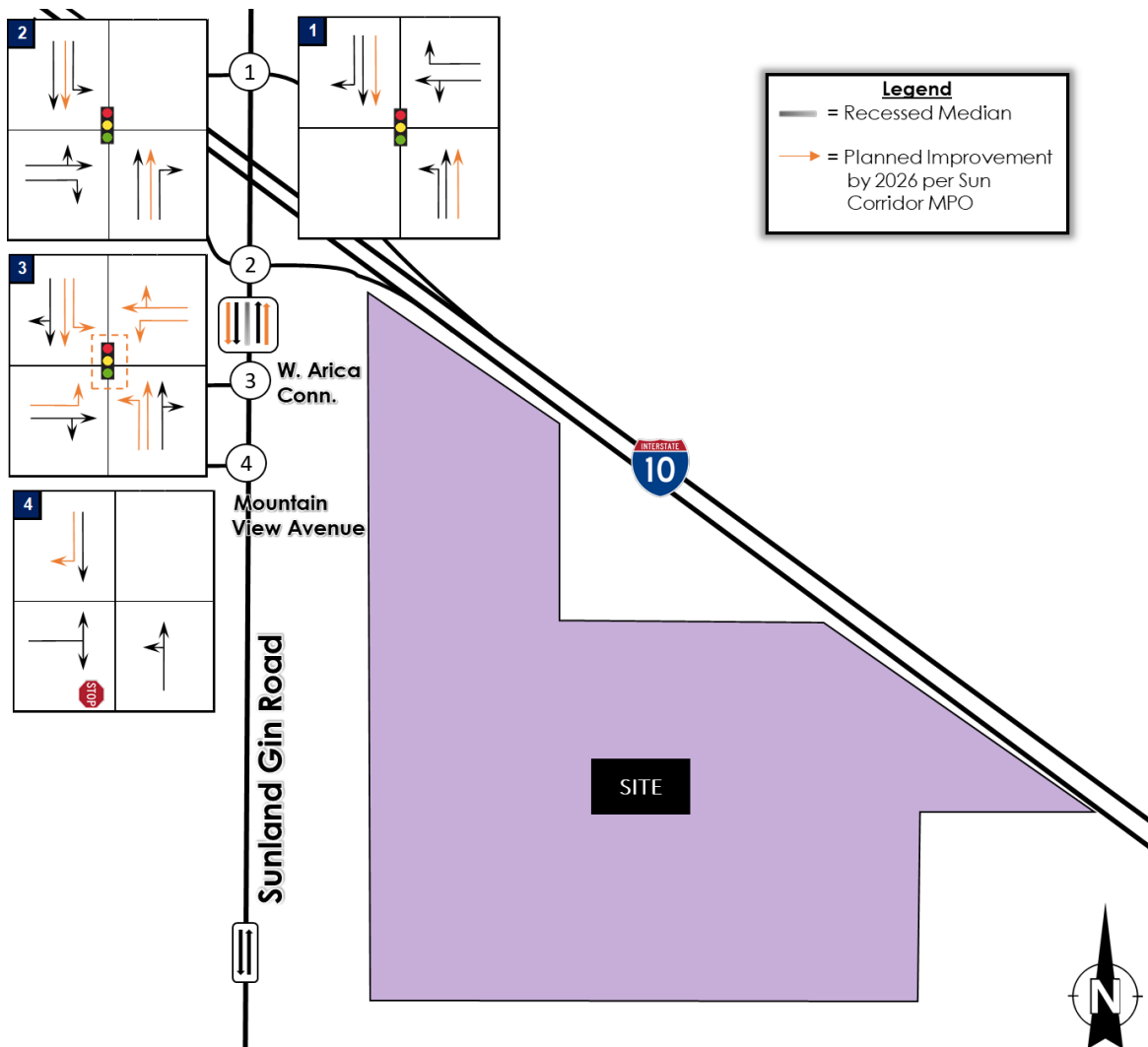


Figure 6: Future Background Conditions Lane Configuration

BACKGROUND TRAFFIC VOLUME DEVELOPMENT

Given the area surrounding the project is mostly undeveloped, a conservative growth rate of 3% was used to account for potential growth in the surrounding area in future years. This growth rate was applied to the 2025 traffic volumes to estimate background traffic volumes for the 2027 opening year and 2032 horizon year.

Volumes at the new intersection of Sunland Gin Road and W. Arica Connector were estimated from 2025 volumes collected at the existing intersection with Arica Road and supplemented with the volumes developed for the previously conducted traffic signal warrant analysis (TSWA) at the new intersection for new movements. Relevant excerpts from the TSWA report is provided in **Appendix F** for reference. Additionally, with the installation of the traffic signal and connection to W Arica Connector, it was assumed that eastbound left turning traffic from developments west of Sunland Gin Road would navigate to the traffic signal to make left turn movements therefore those volumes were reassigned from Mountain View Avenue to W. Arica Connector.

Finally, residential development is anticipated immediately south of the project development. Additional volumes were included in background traffic volumes to account for some potential development south of Shedd Road.

The 2027 background traffic volumes are shown in **Figure 7**, and the 2032 background volumes are shown in **Figure 8**.

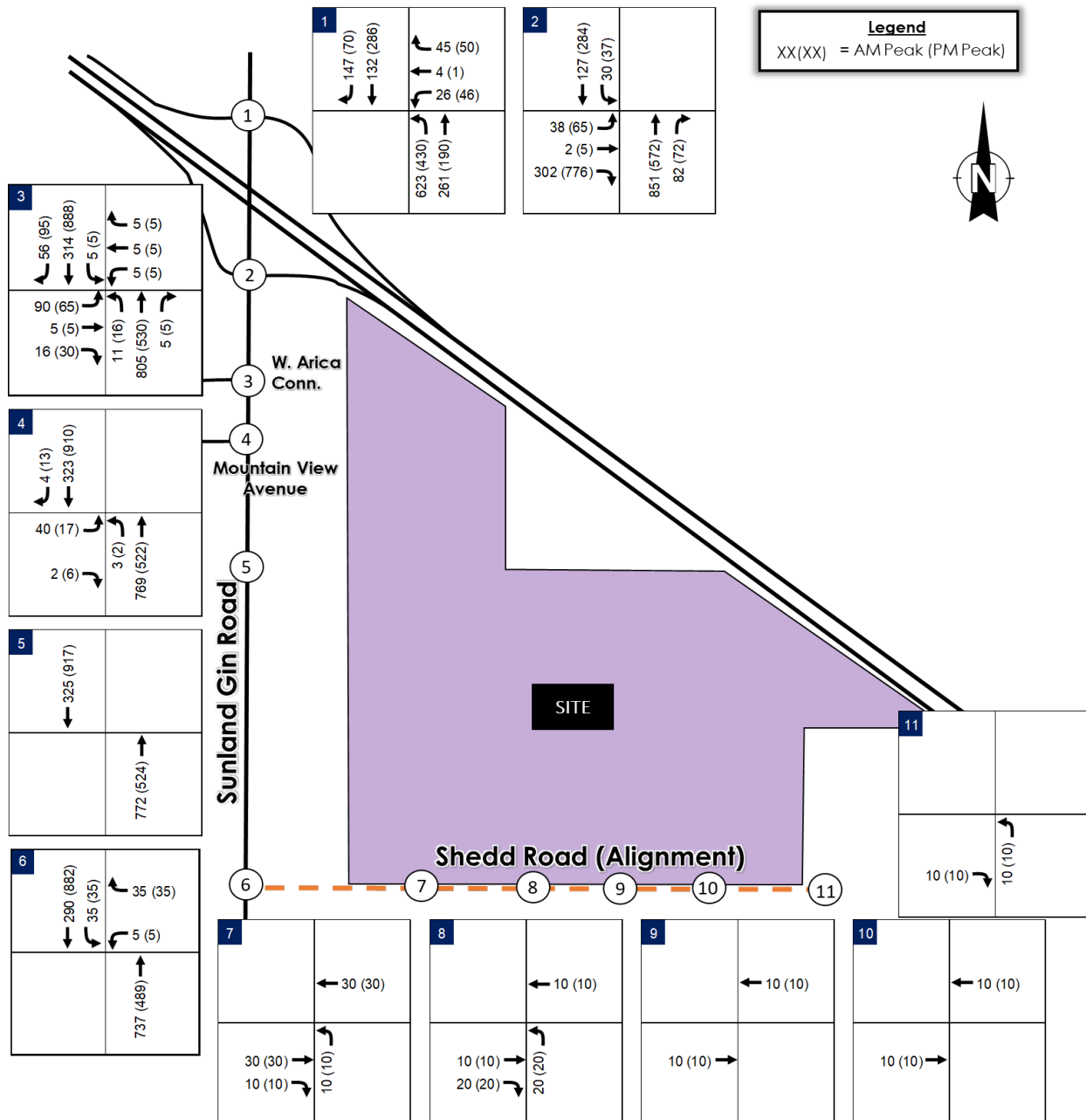


Figure 7: 2027 Background Traffic Volumes

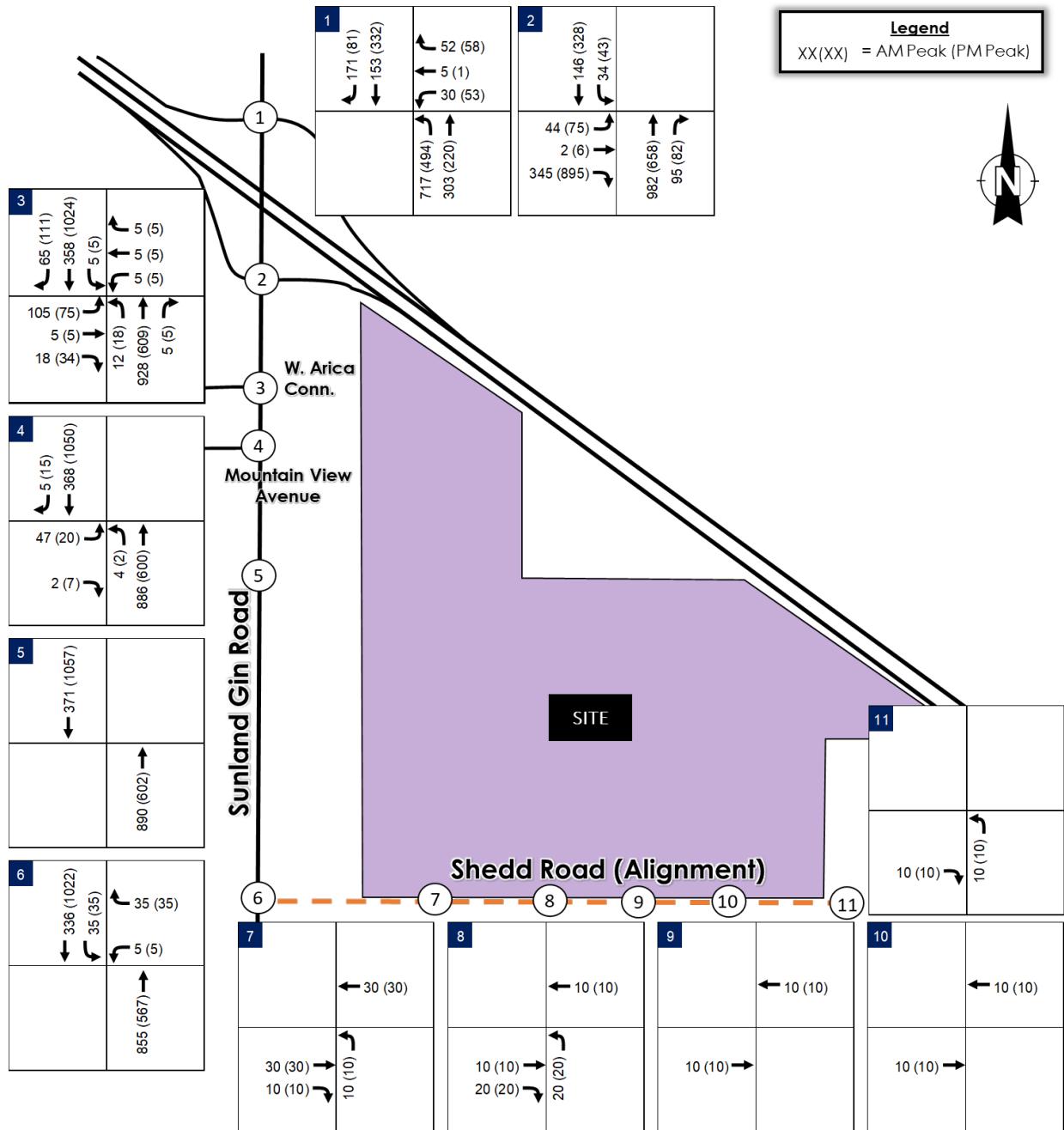


Figure 8: 2032 Background Traffic Volumes

PROPOSED DEVELOPMENT

SITE LOCATION AND ACCESS

The location of the development is proposed on currently vacant land on the northwest corner of Shedd Road and Sunland Gin Road in Pinal County, Arizona. The proposed site spans an area of approximately 296 acres and will consist of 16 industrial and warehousing buildings totaling approximately 3.8 million square feet (MSF). A multifamily development is also included in the site plan. The site is anticipated to be developed over several phases with warehousing being developed first and the multifamily being constructed last. At the time of submittal, the exact phasing was still under development therefore this analysis assumes full buildout of the development in 2027 to understand the total impact of the full project on the surrounding roadway network.

The site will be served by internal roadways with two primary access points to Sunland Gin Road via Access A and Shedd Road. Shedd Road will provide paved access to the proposed development and will be accessed by four (4) driveways on the south side of the developments with one driveway serving the proposed multifamily development and three driveways serving the warehousing facilities on site. An additional access via the future Overland Rd will be provided on the southeast side of the development but is not projected to carry a significant amount of site traffic. The proposed site plan and driveway locations are shown in **Figure 3**, previously provided in the **STUDY AREA** section, and the detailed site plan is provided in **Appendix G**.

TRIP GENERATION

The trip generation for the project was estimated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. The manual contains data collected by various transportation professionals for a wide range of different land uses. The data summarized in the manual includes average rates and equations that have been established, correlating the relationship between an independent variable that describes the development size and generated trips for each categorized land use. Land Use Category (LUC) 150, Warehousing, 220, multifamily housing (low-rise), best fit the proposed development. The estimated peak hour trips for the development are summarized in **Table 5** and trip generation worksheets are provided in **Appendix H**.

Table 5: Trip Generation

DESCRIPTION OF LAND USE					VEHICLE GENERATED TRIPS						
ID	Land Use	ITE LUC	Size		Daily Total	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total		Enter	Exit	Total
1	Warehousing	150	3,786	KSF	6,474	496	148	644	191	490	681
2	Multifamily Housing (Low-Rise)	220	318	DU	2,143	31	96	127	102	60	162
Total					8,617	527	244	771	293	550	843

As summarized in **Table 5**, the project is anticipated to generate a total of 771 trips (entering and exiting) during the AM peak hour and 843 trips during the PM peak hour. The greatest hourly entering volume occurs during the AM peak hour, when 527 entering trips are anticipated.

Heavy vehicle traffic is a significant consideration within the study area. Truck trip generation for the warehousing development was also reviewed to understand the percentage of truck traffic the development is expected to generate. The truck trip generation data is summarized in **Table 6**.

Table 6: Truck Trip Generation - Warehousing

Vehicle Type	Daily Total	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Vehicle Trips Generated	6,474	496	148	644	191	490	681
Truck Trips Generated	2,272	9	7	16	13	12	25
Percent Trucks	35%	2%	5%	2%	7%	2%	4%

Over the course of a full day, truck traffic is projected to make up approximately 35% of traffic generated by the warehousing land uses associated with the proposed development. However, trucks tend to avoid traveling during commuting hours when possible to avoid delays and congestion which is seen in the relatively low projected peak hour truck percentages. Of the vehicles added to the adjacent street network from the warehousing land use, trucks are projected to make up approximately 2% and the AM peak and 4% of the PM peak volumes. These truck percentages are reflected in the operational analysis of the operational analysis at site driveways.

TRIP DISTRIBUTION AND ASSIGNMENT

The generated trips for the proposed development were distributed and assigned to the surrounding street system based on existing traffic patterns and volumes. In both peak hours, a large majority of traffic is anticipated to come to and from I-10 to the north of the development, with smaller numbers from the south and north of I-10. The direction of generated traffic is not anticipated to change significantly based on the peak hour. The distribution of traffic on the I-10 ramps was used to determine the expected percentage of vehicles heading westbound and eastbound for each peak hour.

Due to the difference in anticipated access patterns between the proposed warehousing and multifamily developments, trip distributions and assignments were developed for each land use. Warehousing trip distribution and assignment are depicted in **Figure 9** and **Figure 10** and trip distribution and assignment for the multifamily land use is shown in **Figure 11** and **Figure 12**. The total site traffic added to the adjacent street network including volumes generated by warehousing and the multifamily land uses is shown in **Figure 13**.

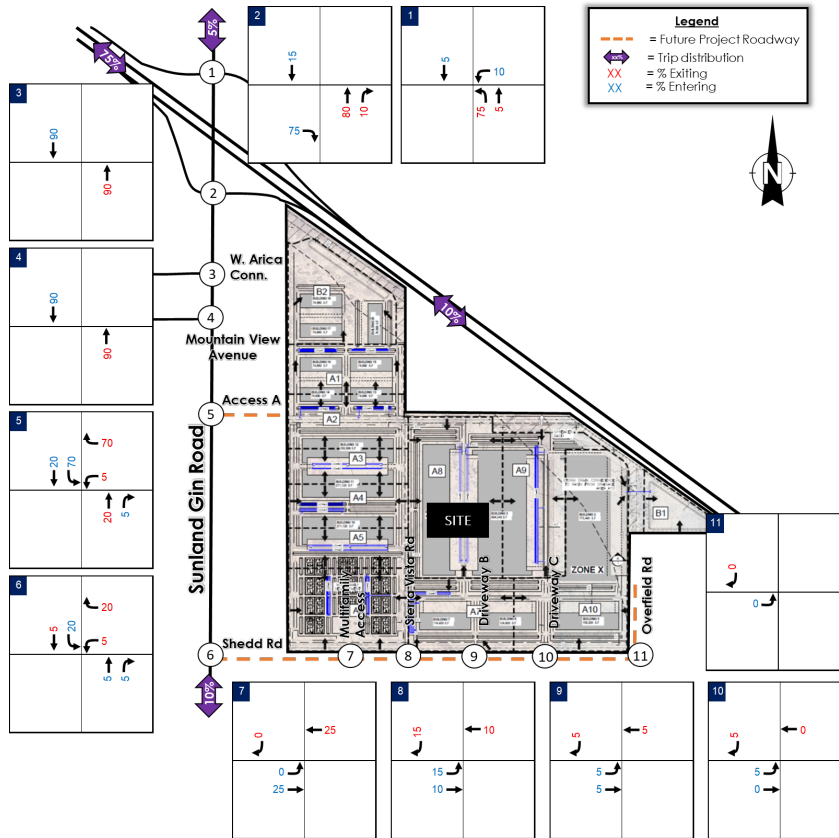


Figure 9: Warehousing Trip Assignment

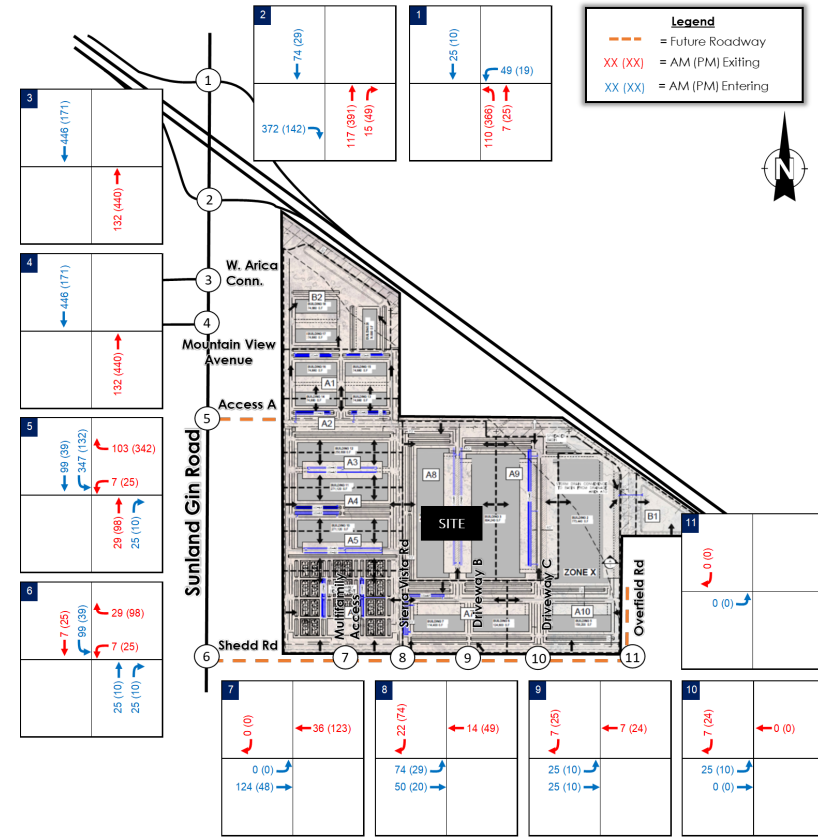


Figure 10: Warehousing Site Volumes

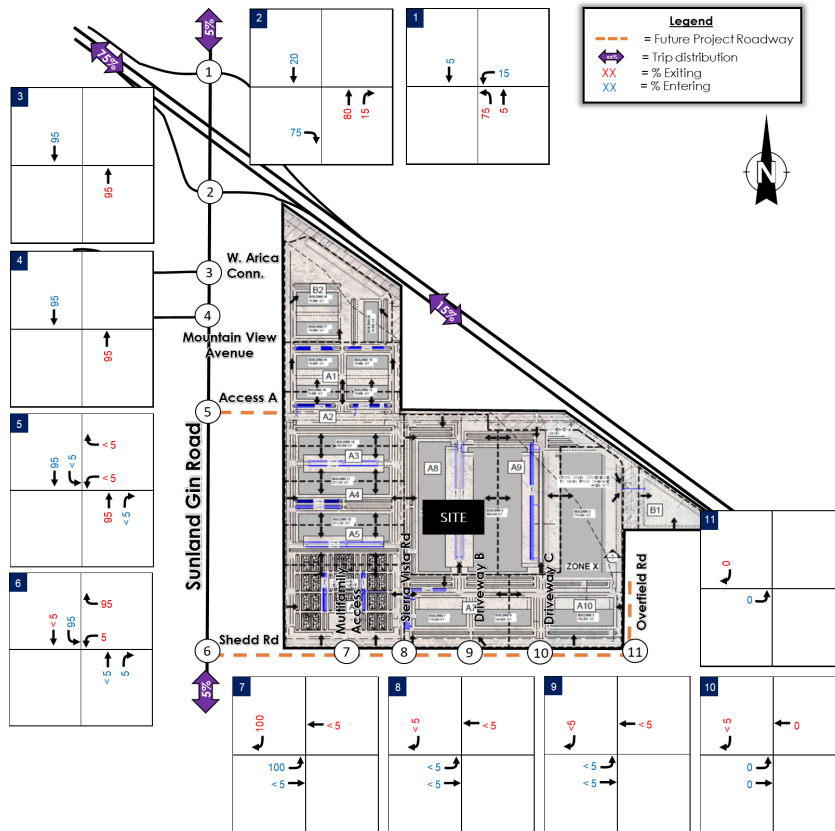


Figure 11: Multifamily Trip Assignment

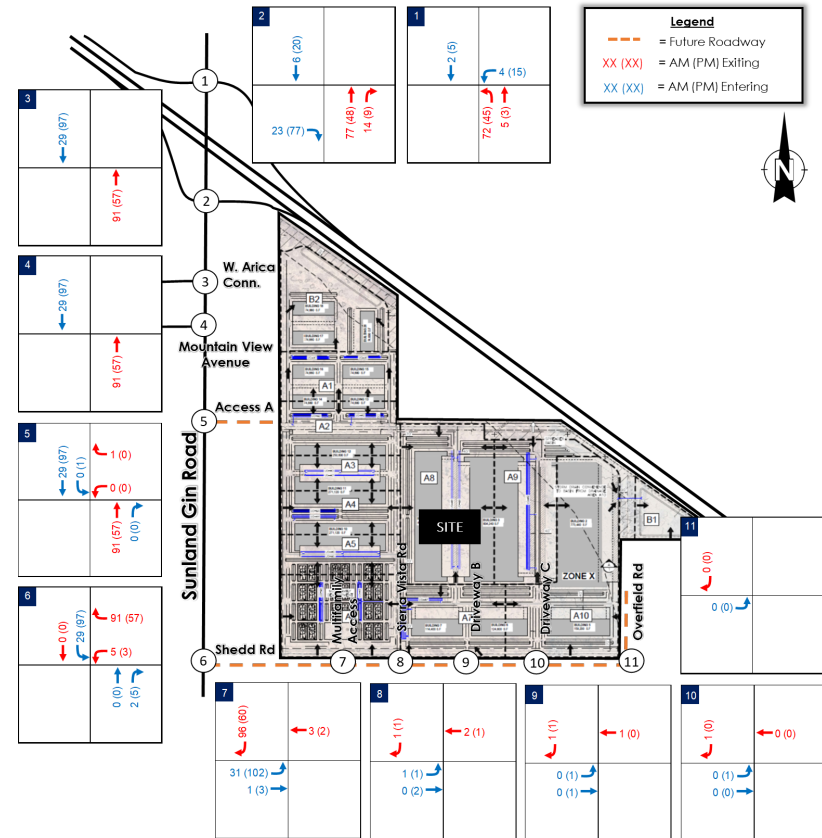


Figure 12: Multifamily Site Volumes

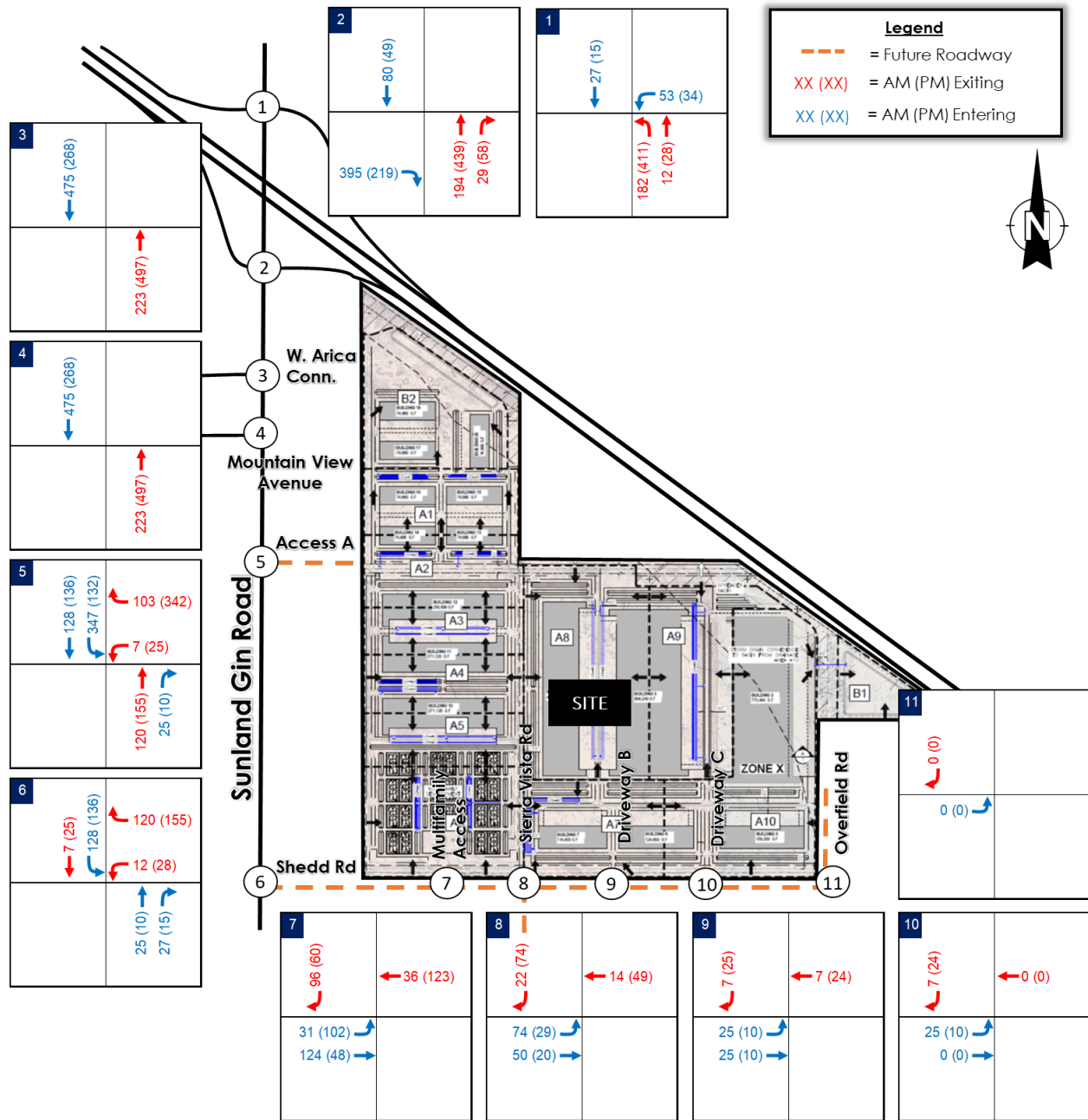


Figure 13: Total Site Volumes at Full Buildout

FUTURE TRAFFIC ANALYSES

TOTAL TRAFFIC VOLUMES

The total traffic volumes represent the sum of the background volumes shown in **Figure 7** and **Figure 8** and the future site traffic shown in **Figure 13**. The total traffic volumes estimated in 2027 are shown in **Figure 14** and the total traffic volumes estimated in 2032 are shown in **Figure 15**.

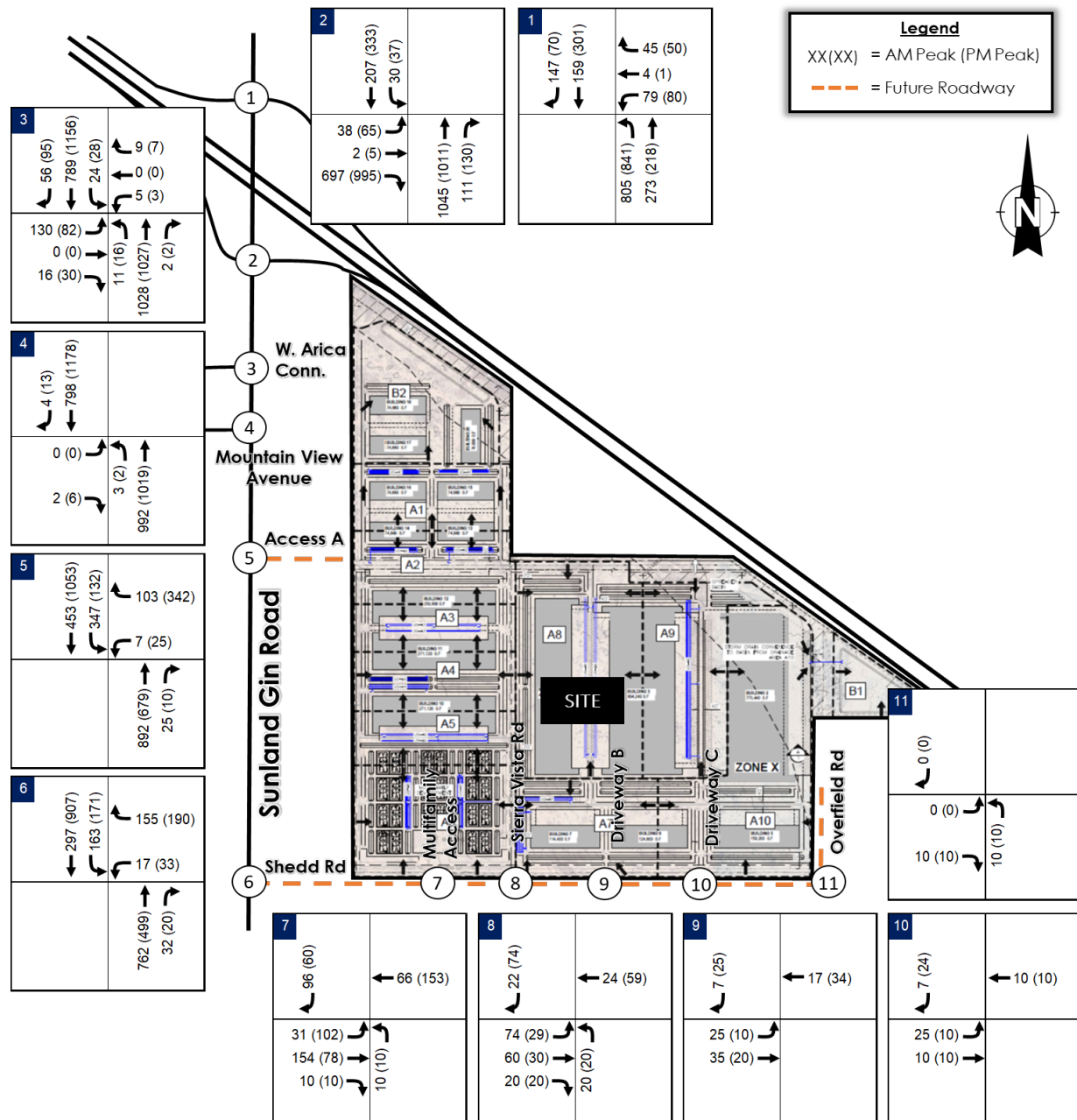


Figure 14: 2027 Total Traffic Volumes

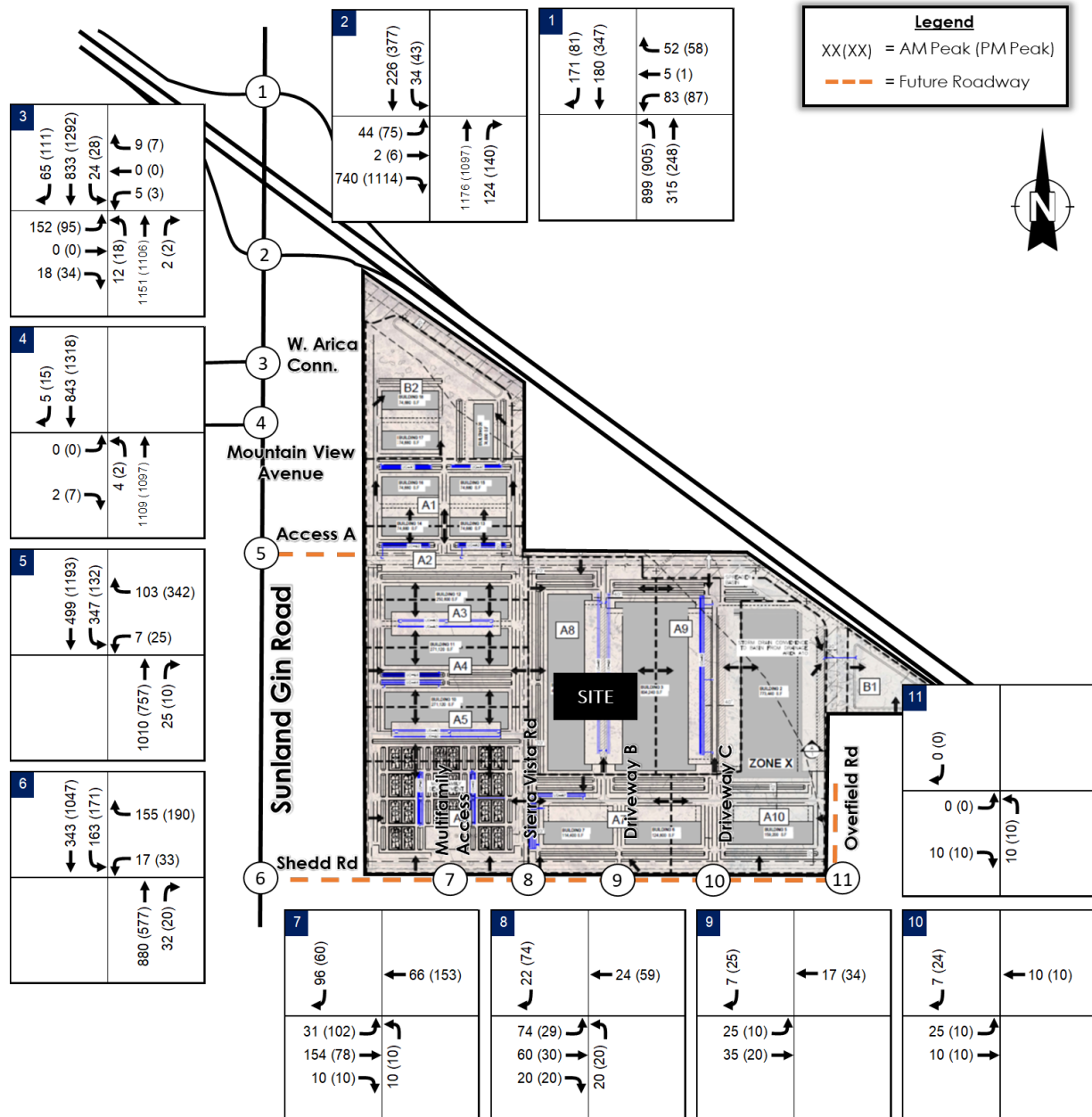


Figure 15: 2032 Total Traffic Volumes

ACCELERATION AND DECELERATION LANES

The primary factors that determine the need for exclusive right-turn lanes and left-turn lanes include the combination of through and turning traffic volumes and the posted roadway speed. Turn lane warrant criteria is provided by the Pinal County Subdivision & Infrastructure Design Manual and is shown in **Figure 16** and **Figure 17**.

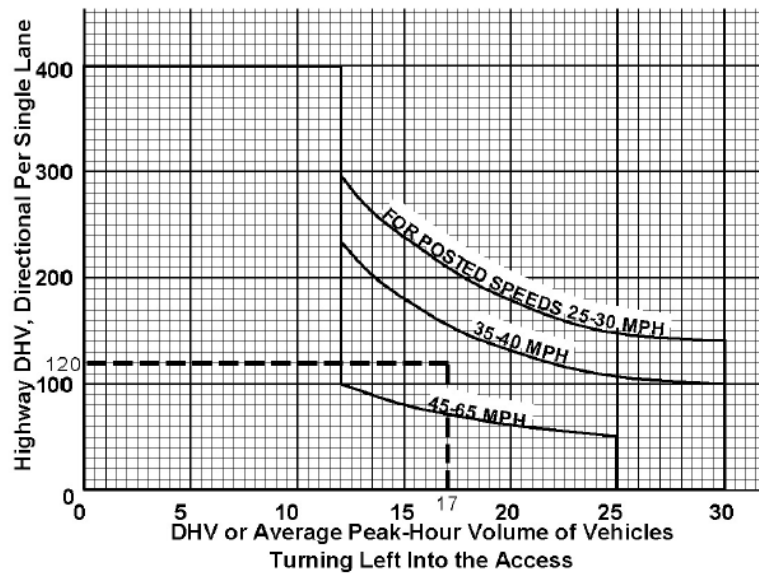


Figure 16: Pinal County Left Turn Lane Warrant

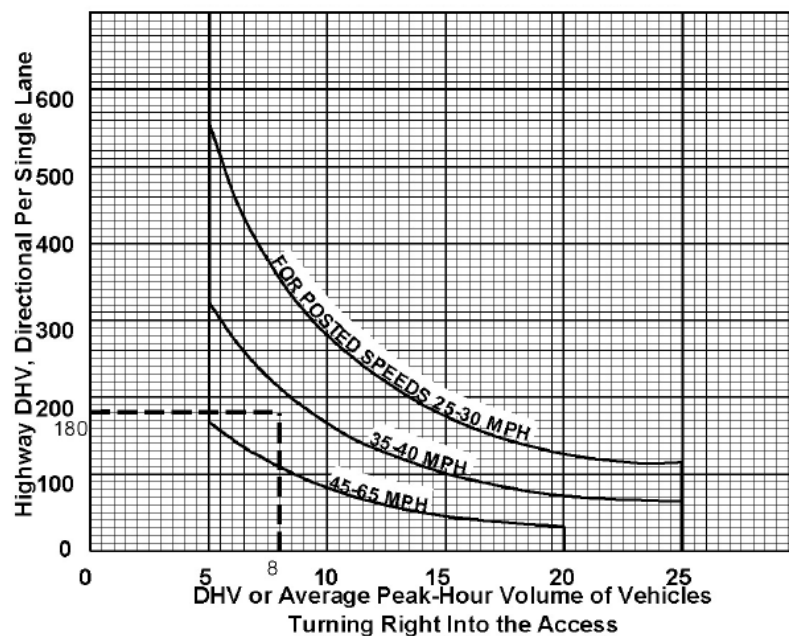


Figure 17: Pinal County Right Turn Lane Warrant

Sunland Gin Road is a 50-mph roadway in the vicinity of the proposed development.

At Access A the development is expected to add up to 347 southbound left turns and 25 northbound right turns in the AM peak hour. The directional DHV during the AM peak hour is over 600 vehicles in both the northbound and southbound directions. Given these conditions, both left and right turn lanes are warranted on Sunland Gin Road at Access A.

Due to the high speed and volume of traffic on Sunland Gin Road and the heavy volumes anticipated from Access A, including heavy trucks, acceleration lanes are recommended to allow left and right-turning vehicles to safely turn and merge into mainline traffic. Southbound and northbound acceleration lanes are recommended at Access A. The northbound acceleration lane may continue north and tie into the two-lane section north of Mountain View Avenue or merge into the single northbound lane south of Mountain View Avenue. The more conservative situation, merging with the single lane of traffic, was assumed for the operational analysis in this report. Finally, a westbound left turn lane is recommended on Access A at Sunland Gin Road to separate left-turning traffic that will need to wait for a gap from free-flowing right-turning traffic.

At Shedd Road the development is expected to add up to 136 southbound left turns in the PM peak hour and 27 northbound right turns in AM peak hour. The directional DHV during the AM peak hour is over 600 vehicles in both the northbound and southbound directions. Given these conditions, both left and right turn lanes are warranted on Sunland Gin Road at Shedd Road.

Due to the high speed and volume of traffic on Sunland Gin Road a southbound acceleration lane is recommended at Shedd Road to allow left-turning vehicles to safely turn and merge into mainline traffic. Additionally, a westbound left turn lane is recommended on Shedd Road at Sunland Gin Road to separate left and right-turning traffic.

The new Shedd Road alignment is assumed to have a speed limit of 35 mph. Based on City of Eloy direction, the roadway will be constructed with a commercial collector cross section and will have a center turn lane throughout. This center turn lane is expected to accommodate the left-turns into the site driveways.

Warranted turn lanes should be constructed when each connection is built. A summary of recommended improvements by the development are shown in **Figure 18**.



Figure 18: Recommended Acceleration and Deceleration Lane Configuration

QUEUEING ANALYSIS

AASHTO guidance and Pinal County Guidance recommend that turn lanes at unsignalized intersections accommodate the number of vehicles likely to arrive in a 2-minute period. Pinal County guidance recommends that turn lanes at signalized intersection accommodate two times the number of vehicles expected to arrive in a cycle length.

A weighted average of the peak hour traffic volumes was assessed to determine an appropriate design vehicle length for the queue storage calculations. While a 25-foot vehicle length is typically assumed for a normal passenger car, most tractor-trailers extend around 75 feet. Using the trip generation table and the

truck trip generation estimates for a peak hour, the weighted average vehicle length is approximately 26.5 feet, which was then rounded up to 27 feet in this analysis. The minimum turn lane storage length allowed in Pinal County is 100 feet. The queue storage analysis for each approach in the study area were calculated using the Pinal County methodology. Results of those calculations are shown below in **Table 7** for signalized intersections and **Table 8** for unsignalized intersections.

Table 7: Turn Lane Storage – Signalized Intersections

AASHTO CALCULATED STORAGE LENGTHS - SIGNALIZED						
INTERSECTON	MOVEMENT	AM	PM	CYCLE LENGTH (SEC)		(2 * (veh/hr) / (cycles/hr) * 25) STORAGE LENGTH (FEET)
				AM	PM	
1 Sunland Gin Rd & I-10 WB Ramps	NB Left	899	905	120	120	1350
	WB Left	83	87	120	120	150
	SB Right	171	81	120	120	250
	WB Right	52	58	120	120	75
2 Sunland Gin Rd & I-10 EB Ramps	SB Left	34	43	120	120	81
	EB Left	44	75	120	120	100
	NB Right	124	140	120	120	175
	EB Right	740	1,114	120	120	1375
3 Sunland Gin Rd & W. Arica Connector	NB Left	12	18	120	120	27
	SB Left	24	28	120	120	54
	EB Left	152	95	120	120	150
	WB Left	5	3	120	120	27
	NB Right	2	2	120	120	27
	SB Right	65	111	120	120	150
	EB Right	18	34	120	120	54
	WB Right	9	7	120	120	27

Table 8: Turn Lane Storage – Unsignalized Intersections

AASHTO CALCULATED STORAGE LENGTHS - UNSIGNALIZED					
INTERSECTON	MOVEMENT	AM	PM	AASHTO UNSIGNALIZED (2-MINUTE PERIOD)	
				VEHICLES/2 MIN PERIOD	STORAGE LENGTH (FEET)
4 Sunland Gin Rd & Mountain View Ave	NB Left	4	2	1	27
	SB Right	5	15	1	27
	EB Right	2	7	1	27
5 Sunland Gin Rd & Access A	SB Left	347	132	12	324
	WB Left	7	25	1	27
	NB Right	25	10	1	27
	WB Right	103	342	12	324
6 Sunland Gin Rd & Shedd Rd	SB Left	163	171	6	162
	WB Left	17	33	2	54
	NB Right	32	20	2	54
	WB Right	155	190	7	189
7 Shedd Rd & Multifamily Access	EB Left	31	102	4	108
	SB Right	96	60	4	108
8 Shedd Rd & Sierra Vista Rd	EB Left	74	29	3	81
	SB Right	22	74	3	81
9 Shedd Rd & Driveway B	EB Left	25	10	1	27
	SB Right	7	25	1	27
10 Shedd Rd & Driveway C	EB Left	25	10	1	27
	SB Right	7	24	1	27

Based on the queue storage analysis, the following lane lengths are recommended for the warranted turn lanes:

- Southbound Left Turn on Sunland Gin Road at Access A – 300 feet
- Northbound Right Turn on Sunland Gin Road at Access A – 100 feet
- Westbound Left Turn on Access A at Sunland Gin Road – 100 feet
- Southbound Left Turn on Sunland Gin Road at Shedd Road – 150 feet
- Northbound Right Turn on Sunland Gin Road at Shedd Road – 100 feet
- Westbound Left Turn on Shedd Road at Sunland Gin Road – 100 feet

Acceleration lane lengths are recommended per Figure 408.12A of the *Arizona DOT Roadway Design Guidelines (2021)* assuming a 50 mile per hour design speed:

- Northbound Right Turn Acceleration Lane on Sunland Gin Road at Access A – 500 feet
- Southbound Left Turn Acceleration Lane on Sunland Gin Road at Access A – 500 feet
- Southbound Left Turn Acceleration Lane on Sunland Gin Road at Shedd Road – 500 feet

LEVEL OF SERVICE ANALYSIS

Level-of-service (LOS) analyses were prepared for the AM and PM peak hours for the study intersections utilizing Synchro 12 software. Conditions were analyzed for the 2027 opening year and 2032 horizon year with and without traffic from the proposed development. Background conditions assumed the roadway geometry shown in **Figure 6** while total traffic conditions also assumed that auxiliary turn lanes warranted by the addition of site traffic, described in the **ACCELERATION AND DECELERATION LANES** section and shown in **Figure 18**, are installed. The level of service criteria, as stated in the *Highway Capacity Manual*, is provided in **Table 2**. A summary of the LOS analysis is provided in **Table 9** and **Table 10** for the 2027 opening year and 2032 horizon year, respectively. The Synchro reports for the 2027 open year are included in **Appendix I** and reports for the 2032 horizon year are provided in **Appendix J**.

Table 9: 2027 Level of Service Analysis

Intersection	Traffic Control	Movement/ Approach	2027 Background Conditions				2027 Total Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Sunland Gin Rd & I 10 WB Ramps	Traffic Signal	INTERSECTION	12.1	B	26.9	C	18.3	B	130.2	F
		WB Approach	36.6	D	24.7	C	41.2	D	47.1	D
		WB Thru/Left	36.6	D	24.7	C	41.2	D	47.1	D
		WB Right	0.0	A	0.0	A	0.0	A	0.0	A
		NB Approach	8.2	A	18.6	B	12.0	B	160.9	F
		NB Left	11.8	B	25.6	C	16.3	B	204.0	F
		NB Thru	0.1	A	3.7	A	0.1	A	3.6	A
		SB Approach	31.3	C	44.7	D	46.9	D	44.6	D
		SB Thru	31.3	C	44.7	D	46.9	D	44.6	D
		SB Right	0.0	A	0.0	A	0.0	A	0.0	A
2 Sunland Gin Rd & I 10 EB Ramps	Traffic Signal	INTERSECTION	19.7	B	83.5	F	63.8	E	134.1	F
		EB Approach	53.0	D	136.1	F	154.8	F	278.5	F
		EB Thru/Left	36.3	D	19.3	B	22.1	C	19.3	B
		EB Right	55.5	E	147.9	F	163.4	F	298.8	F
		NB Approach	10.4	B	40.5	D	12.8	B	31.1	C
		NB Thru	10.6	B	41.8	D	13.3	B	33.1	C
		NB Right	8.3	A	31.2	C	8.7	A	16.2	B
		SB Approach	2.8	A	34.3	C	30.9	C	36.2	D
		SB Left	13.7	B	46.2	D	44.4	D	59.8	E
		SB Thru	0.1	A	32.7	C	28.8	C	33.2	C
3 Sunland Gin Rd & W Arica Conn.	Traffic Signal	INTERSECTION	37.1	D	9.6	A	37.6	D	11.6	B
		EB Approach	46.3	D	52.5	D	46.3	D	52.5	D
		EB Left	47.9	D	53.3	D	47.9	D	53.3	D
		EB Thru/Right	34.4	C	50.5	D	34.4	C	50.5	D
		NB Approach	51.3	D	15.2	B	46.5	D	19.8	B
		NB Left	27.2	C	14.3	B	37.4	D	14.3	B
		NB Thru/Right	51.9	D	15.2	B	46.9	D	20.0	B
		SB Approach	4.3	A	1.1	A	25.2	C	0.8	A
		SB Left	24.9	C	10.7	B	40.3	D	17.6	B
		SB Thru/Right	2.8	A	0.8	A	24.8	C	0.4	A
4 Sunland Gin Rd & Mountain View Ave	Minor Street Stop Control	EB Approach	10.3	B	17.7	C	15.6	C	24.0	C
		NB Left	8.0	A	10.3	B	9.8	A	11.9	B
5 Sunland Gin Rd & Access A	Minor Street Stop Control	WB Left	N/A - INTERSECTION DOES NOT EXIST				43.9	E	34.9	D
		WB Right					0.0	A	0.0	A
		SB Left					17.0	C	10.4	B
6 Sunland Gin Rd & Shedd Rd	Minor Street Stop Control	WB Approach	17.9	C	16.9	C	24.5	C	19.4	C
		WB Left	17.9	C	16.9	C	19.6	C	34.2	D
		WB Right	9.7	A	8.7	A	25.1	D	16.7	C
		SB Left	9.7	A	8.7	A	25.1	D	16.7	C
7 Shedd Rd & Multifamily Access	Minor Street Stop Control	EB Left	N/A - MOVEMENT DOES NOT EXIST				7.4	A	7.9	A
		NB Approach					12.1	B	14.5	B
		SB Approach	N/A - APPROACH DOES NOT EXIST				9.2	A	9.6	A
8 Shedd Rd & Sierra Vista Rd	Minor Street Stop Control	EB Left	N/A - MOVEMENT DOES NOT EXIST				7.4	A	7.5	A
		NB Approach	8.8	A	8.8	A	11.3	B	10.5	B
		SB Approach	N/A - APPROACH DOES NOT EXIST				8.6	A	9.0	A
9 Shedd Rd & Driveway B	Minor Street Stop Control	EB Left	N/A - INTERSECTION DOES NOT EXIST				7.3	A	7.4	A
		SB Approach					8.5	A	8.6	A
10 Shedd Rd & Driveway C	Minor Street Stop Control	EB Left	N/A - INTERSECTION DOES NOT EXIST				7.3	A	7.3	A
		SB Approach					8.4	A	8.5	A
11 Shedd Rd & Overfield Rd	All Way Stop Sign	INTERSECTION	6.8	A	6.8	A	6.8	A	6.8	A
		EB Approach	6.4	A	6.4	A	6.4	A	6.4	A
		NB Approach	7.2	A	7.2	A	7.2	A	7.2	A
		SB Approach	N/A - APPROACH DOES NOT EXIST				0.0	A	0.0	A

Table 10: 2032 Level of Service Analysis

Intersection	Traffic Control	Movement/ Approach	2032 Background Conditions				2032 Total Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Sunland Gin Rd & I-10 WB Ramps	Traffic Signal	INTERSECTION	14.3	B	29.0	C	29.3	C	166.4	F
		WB Approach	37.1	D	24.8	C	41.7	D	50.8	D
		WB Thru/Left	37.1	D	24.8	C	41.7	D	50.8	D
		WB Right	0.0	A	0.0	A	0.0	A	0.0	A
		NB Approach	9.5	A	21.8	C	25.5	C	211.3	F
		NB Left	13.5	B	30.4	C	34.4	C	271.6	F
		NB Thru	0.1	A	3.7	A	0.1	A	3.6	A
		SB Approach	39.2	D	45.6	D	47.6	D	46.1	D
		SB Thru	39.2	D	45.6	D	47.6	D	46.1	D
		SB Right	0.0	A	0.0	A	0.0	A	0.0	A
2 Sunland Gin Rd & I-10 EB Ramps	Traffic Signal	INTERSECTION	20.9	C	117.6	F	75.0	E	169.3	F
		EB Approach	53.9	D	210.1	F	185.1	F	356.3	F
		EB Thru/Left	33.5	C	19.5	B	22.3	C	19.5	B
		EB Right	56.9	E	228.6	F	196.4	F	382.4	F
		NB Approach	11.9	B	37.4	D	17.3	B	34.1	C
		NB Thru	12.2	B	38.7	D	18.3	B	36.7	D
		NB Right	8.5	A	27.2	C	8.7	A	14.5	B
		SB Approach	4.0	A	35.1	D	32.7	C	37.6	D
		SB Left	20.0	B	48.7	D	55.5	E	66.5	E
		SB Thru	0.1	A	33.1	C	29.1	C	33.9	C
3 Sunland Gin Rd & W Arica Conn.	Traffic Signal	INTERSECTION	36.1	D	9.8	A	38.0	D	12.0	B
		EB Approach	52.6	D	53.9	D	52.6	D	53.9	D
		EB Left	54.8	D	55.0	D	54.8	D	55.0	D
		EB Thru/Right	34.5	C	50.9	D	34.5	C	50.9	D
		NB Approach	48.2	D	15.8	B	45.2	D	20.9	C
		NB Left	24.4	C	14.3	B	35.9	D	14.3	B
		NB Thru/Right	48.8	D	15.8	B	45.6	D	21.1	C
		SB Approach	4.5	A	1.1	A	26.0	C	0.7	A
		SB Left	29.4	C	11.6	B	44.2	D	19.3	B
		SB Thru/Right	2.9	A	0.8	A	25.5	C	0.3	A
4 Sunland Gin Rd & Mountain View Ave	Minor Street Stop Control	EB Approach	10.0	A	25.5	D	16.1	C	28.9	D
		NB Left	8.1	A	15.0	B	11.2	B	12.9	B
5 Sunland Gin Rd & Access A	Minor Street Stop Control	WB Left	N/A - INTERSECTION DOES NOT EXIST				55.0	F	43.1	E
		WB Right					0.0	A	0.0	A
		SB Left					20.8	C	10.9	B
6 Sunland Gin Rd & Shedd Rd	Minor Street Stop Control	WB Approach	21.2	C	20.7	C	32.7	D	23.0	C
		WB Left	21.2	C	20.7	C	21.6	C	43.1	E
		WB Right	10.3	B	9.0	A	34.0	D	19.3	C
		SB Left	10.3	B	9.0	A	34.0	D	19.3	C
7 Shedd Rd & Multifamily Access	Minor Street Stop Control	EB Left	N/A - MOVEMENT DOES NOT EXIST				7.4	A	7.9	A
		NB Approach	9.0	A	9.0	A	12.1	B	14.5	B
		SB Approach	N/A - APPROACH DOES NOT EXIST				9.2	A	9.6	A
8 Shedd Rd & Sierra Vista Rd	Minor Street Stop Control	EB Left	N/A - MOVEMENT DOES NOT EXIST				7.4	A	7.5	A
		NB Approach	8.8	A	8.8	A	11.3	B	10.5	B
		SB Approach	N/A - APPROACH DOES NOT EXIST				8.6	A	9.0	A
9 Shedd Rd & Driveway B	Minor Street Stop Control	EB Left	N/A - INTERSECTION DOES NOT EXIST				7.3	A	7.4	A
		SB Approach					8.5	A	8.6	A
10 Shedd Rd & Driveway C	Minor Street Stop Control	EB Left	N/A - INTERSECTION DOES NOT EXIST				7.3	A	7.3	A
		SB Approach					8.4	A	8.5	A
11 Shedd Rd & Overfield Rd	All Way Stop Sign	INTERSECTION	6.8	A	6.8	A	6.8	A	6.8	A
		EB Approach	6.4	A	6.4	A	6.4	A	6.4	A
		NB Approach	7.2	A	7.2	A	7.2	A	7.2	A
		SB Approach	N/A - APPROACH DOES NOT EXIST				0.0	A	0.0	A

Under 2027 open year traffic conditions the following intersections experience an overall failing LOS:

- Sunland Gin Road and I-10 WB Ramps
 - 2032 Total PM Peak – LOS F
- Sunland Gin Road and I-10 EB Ramps
 - 2027 Background PM Peak – LOS F
 - 2027 Total AM Peak – LOS E
 - 2027 Total PM Peak – LOS F
- Sunland Gin Road and Access A
 - 2027 Total AM Peak – LOS E

Under 2032 horizon year traffic conditions the following intersections experience an overall failing LOS:

- Sunland Gin Road and I-10 WB Ramps
 - 2032 Total PM Peak – LOS F
- Sunland Gin Road and I-10 EB Ramps
 - 2032 Background PM Peak – LOS F
 - 2032 Total AM Peak – LOS E
 - 2032 Total PM Peak – LOS F
- Sunland Gin Road and Access A
 - 2032 Total AM Peak – LOS F
 - 2032 Total PM Peak – LOS E

A description of issues at each intersection with an overall failing LOS or with a specific movement or approach with a failing LOS is provided below:

- Sunland Gin road and I-10 WB Ramps
 - Delay associated with the northbound left turn movement is the primary driver for the failing level of service at this intersection in the PM peak hour total conditions.
 - All scenarios analyzed in the future conditions project northbound left turn volumes exceeding 300 vehicles per hour, which is generally the threshold where dual left turn lanes are considered. In 2032 the northbound left turn movement is projected to carry 717 and 494 left turns in the AM and PM Background conditions, respectively, and is forecast to increase to carry 899 and 905 left turns in the AM and PM Total conditions, respectively.
 - Relatively low conflicting volumes allow the intersection to operate at an acceptable level of service in the Background and AM peak hour total scenarios however the movement is nearing capacity in the Background conditions as well with reported volume to capacity ratios of 0.81 and 0.83 in the 2032 Background AM and PM peak hours, respectively.
 - While mitigation will be recommended to alleviate high delays caused by the addition of site traffic, Background volumes warrant the construction of a second northbound left turn lane.
- Sunland Gin Road and I-10 EB Ramps
 - The failing operations at Sunland Gin Road and I-10 EB Ramps are generally due to poor operations associated with the eastbound right turn movement, which sees very high turning volumes compounded by the fact that a high percentage of those volumes are heavy trucks turning off the highway to access the truck stop south of the interchange.
 - The southbound left turn movement also operates at a failing LOS in the 2027 and 2032 Total conditions PM peak hour due to the conflicting demand for limited green time.

- Sunland Gin Road and Access/Driveway A
 - The westbound left turn movement of this intersection operates at LOS E in the 2027 AM peak hour and 2032 PM peak hour and increases to LOS F in the 2032 AM peak hour.
 - Delay on this movement is due to the high volumes on Sunland Gin Road which limits available gaps for left turns from the development to enter the stream of traffic on Sunland Gin Road.
 - This movement is projected to carry a relatively low volume of traffic with 7 left turning vehicles in the AM peak hour and 25 left turning vehicles in the PM peak hour.
 - When assessed with the free-flowing westbound right turn movement, which is projected to carry significantly higher volumes, 103 and 342 right turns in the AM and PM peak hours, respectively, the overall operations of the approach are not a major concern therefore no mitigation is recommended at this location.
 - Signalization may be considered at this intersection to mitigate the delay, however the critical minor street volume is not expected to be high enough to warrant a signal considering right turn volumes will be removed from the calculation due to the recommended geometry and free-flowing nature of the right turn movement. The highest peak hour critical volume on Access A is only 25 vehicles and the minimum threshold to consider warranting a signal would require the critical volume to exceed 42 vehicles for 8 hours per day or 80 vehicles for 4 hours per day, assuming Sunland Gin Road would meet its volume thresholds during the same time period, to warrant a traffic signal.
- Sunland Gin Road and Shedd Road
 - The westbound left turn movement operates at LOS E in the 2032 PM peak Total conditions.
 - Similar to the discussion on Access A, the westbound left turn is a relatively low volume movement, expected to carry 33 vehicles in the 2032 PM peak hour.
 - Overall, the westbound approach operates at an acceptable level of service (LOS D or better) and the movement is expected to operate acceptably during a majority of the day therefore no mitigation is recommended at this location.

All other intersections in the study area not described in the text operate at an acceptable level of service (LOS D or better) on all movements and approaches both with and without site traffic for all scenarios analyzed.

MITIGATION

The level of service analysis demonstrated that several movements at the study intersections are projected to operate at LOS E or F. This section aims to explore feasible options to improve level of service

TRAFFIC SIGNAL WARRANT ANALYSES

The westbound left-turn movements at both Sunland Gin Road/Access A and Sunland Gin Road/Shedd Road are projected to operate with insufficient LOS with site traffic. A traffic signal warrant analysis was conducted for both intersections to determine if a traffic signal is warranted.

METHODOLOGY

The *Manual on Uniform Traffic Control Devices (MUTCD)*, Federal Highway Administration (FHWA), 2009, describes nine warrants that are used to determine if a traffic signal should be considered for installation at an intersection. A traffic signal is warranted if one or more of the warrants are satisfied. Warrants #1 (Eight Hour Volume) and #2 (Four Hour Vehicular Volume) were used in this study.

Warrant #1 (Eight Hour Volume) is satisfied when for at least eight (8) hours of an average day, specific traffic volume levels are met for both the major and minor streets (Condition A – Minimum Vehicular Volume). The MUTCD states these volumes depending on the vehicles per hour (vph) combined for both approaches of the major street, and for the highest volume approach on the minor street. The values vary depending on the number of approach lanes and speed limit.

Warrant #1 also applies to operating conditions where the major street traffic levels are sufficiently high that traffic entering or crossing from a minor street suffers excessive delay (Condition B – Interruption of Continuous Traffic). The warrant is satisfied when for each of any of the same eight (8) hours of an average day, specific traffic volume levels are met for both the major and minor streets.

Warrant #1 may also be satisfied by a combination of Condition A and Condition B, if the traffic volumes of Condition A and Condition B do not satisfy warrant criteria individually. The combination of Condition A and B should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems. Warrant #1 is considered to be satisfied if Condition A, Condition B, or the combination of Conditions A and B are satisfied.

Warrant #2 (Four Hour Volume) is met when, for any four hours of the average day on both the major and minor streets, the hourly approach volumes are above the plotted curve contained in the MUTCD (see **Appendix L**).

ANALYSIS INTERSECTION AND ASSUMPTIONS

24-hour approach counts were not collected as part of this study. However, 24-hour counts were collected in 2023 as part of a traffic signal warrant analysis report conducted at the intersection of Sunland Gin Road and W. Arica Connector. The peak hour volume percentage relative to the total daily volume was referenced from the old counts to determine an appropriate adjustment factor to estimate the daily approach volumes at Sunland Gin Road/Access A and Sunland Gin Road/Shedd Road. Sunland Gin Road has a posted speed limit of 50 mph.

RESULTS

The results of the traffic signal warrant analysis are summarized in **Table 11**. The analysis worksheets are included in **Appendix L**.

Table 11: Traffic Signal Warrant Analysis Results

Intersection	Condition	Future Traffic Signal Warrant Satisfied?			
		Warrant 1: Eight-Hour Vehicular Volume		Warrant 2: Four-Hour Vehicular Volume	
		Condition A	Condition B	Combination of A and B	
5 Sunland Gin Road and Access A	2027 Total	No	Yes	No	Yes
6 Sunland Gin Road and Shedd Road	2032 Background	No	No	No	No
	2027 Total	No	Yes	No	Yes

The traffic signal warrant analysis results show that traffic signal warrants #1 and #2 are anticipated to be met at both Sunland Gin Road/Access A and Sunland Gin Road/Shedd Road under 2027 total conditions.

QUEUEING ANALYSIS

While the queue storage analysis was previously conducted for all intersections, the queue storage has been updated for both Sunland Gin Road/Access A and Sunland Gin Road/Shedd Road to reflect the traffic signal warrant analysis and future signalization.

Results of the updated calculations incorporating the signalization are shown below in **Table 12**. The results of the queue storage analysis do not significantly change compared to the previous assessment with unsignalized characteristics.

Table 12: Updated Turn Lane Storage – Signalized Intersections

AASHTO CALCULATED STORAGE LENGTHS - SIGNALIZED						
INTERSECTION	MOVEMENT	AM	PM	CYCLE LENGTH (SEC)		(2 * (veh/hr) / (cycles/hr) * 25) STORAGE LENGTH (FEET)
				AM	PM	
5 Sunland Gin Rd & Shedd Rd	SB Left	347	132	90	90	378
	WB Left	7	25	90	90	27
	NB Right	25	10	90	90	27
	WB Right	103	342	90	90	351
6 Shedd Rd & Multifamily Access	SB Left	163	171	90	90	189
	WB Left	17	33	90	90	54
	NB Right	32	20	90	90	54
	WB Right	155	190	90	90	216

The primary locations necessitating mitigation considerations within the study area are the intersections of Sunland Gin Road with the I-10 Eastbound and Westbound ramps, Sunland Gin Road/Access A, and Sunland Gin Road/Shedd Road. The recommended mitigation to alleviate high delay at these intersections is described below:

- Sunland Gin Road and I-10 WB Ramps
 - Construct a second northbound left turn lane
- Sunland Gin Road and I-10 EB Ramps
 - Construct a second eastbound right turn lane
- Sunland Gin Road and Access A
 - Monitor traffic volumes as development progresses in the area, and install a traffic signal when warrants are met – anticipated by 2027 with full buildout of the site.
- Sunland Gin Road and Shedd Road
 - Monitor traffic volumes as development progresses in the area, and install a traffic signal when warrants are met – anticipated by 2027 with full buildout of the site.

LEVEL OF SERVICE ANALYSIS

Improvements discussed in the previous section were modeled assuming 2032 Total traffic conditions to understand the effectiveness of the mitigation measures. Only intersections with mitigation recommendations were included in this analysis. The results of the level of service analysis are shown in **Table 13** and Synchro output are provided in **Appendix K**.

Table 13: Mitigation Level of Service Analysis

Intersection	Traffic Control	Movement/ Approach	2032 Mitigated Conditions			
			AM Peak Hour		PM Peak Hour	
			Avg Delay (sec/veh)	LOS	Avg Delay (sec/veh)	LOS
1 Sunland Gin Rd & I-10 WB Ramps	Traffic Signal	INTERSECTION	26.3	C	36.5	D
		WB Approach	41.7	D	53.2	D
		WB Thru/Left	41.7	D	53.2	D
		WB Right	0.0	A	0.0	A
		NB Approach	24.2	C	32.3	C
		NB Left	32.7	C	40.8	D
		NB Thru	0.1	A	3.2	A
		SB Approach	32.0	C	46.1	D
		SB Thru	32.0	C	46.1	D
		SB Right	0.0	A	0.0	A
2 Sunland Gin Rd & I-10 EB Ramps	Traffic Signal	INTERSECTION	25.9	C	40.3	D
		EB Approach	47.2	D	51.0	D
		EB Thru/Left	27.9	C	18.9	B
		EB Right	48.5	D	53.5	D
		NB Approach	17.3	B	33.6	C
		NB Thru	18.3	B	36.2	D
		NB Right	8.7	A	14.4	B
		SB Approach	5.5	A	29.5	C
		SB Left	39.2	D	42.4	D
		SB Thru	0.1	A	27.9	C
5 Sunland Gin Rd & Access A	Traffic Signal	INTERSECTION	34.3	C	9.7	A
		WB Approach	54.9	D	53.0	D
		WB Left	54.9	D	53.0	D
		WB Right	0.0	A	0.0	A
		NB Approach	44.1	D	8.2	A
		NB Thru	45.2	D	8.3	A
		NB Right	7.3	A	3.7	A
		SB Approach	22.1	C	9.6	A
		SB Left	50.7	D	6.4	A
		SB Thru	2.1	A	10.0	A
6 Sunland Gin Rd & Shedd Rd	Traffic Signal	INTERSECTION	22.4	C	21.5	C
		WB Approach	44.4	D	37.1	D
		WB Left	33.8	C	28.2	C
		WB Right	45.7	D	38.7	D
		NB Approach	24.2	C	16.6	B
		NB Thru	24.9	C	16.9	B
		NB Right	7.6	A	9.1	A
		SB Approach	11.5	B	21.0	C
		SB Left	25.0	C	11.1	B
		SB Thru	4.8	A	22.7	C

The recommended mitigation measures result in overall intersection operations of LOS D or better at all intersections.

RECOMMENDED IMPROVEMENTS

Recommendations are based on the acceleration and deceleration lane analysis along with the future traffic analysis. The following auxiliary turn lanes and length are recommended to be installed by the development if they are not already in place:

- Southbound Left Turn on Sunland Gin Road at Access A – 300 feet
- Northbound Right Turn on Sunland Gin Road at Access A – 100 feet
- Westbound Left Turn on Access A at Sunland Gin Road – 100 feet
- Northbound Right Turn Acceleration Lane on Sunland Gin Road at Access A – 500 feet
- Southbound Left Turn Acceleration Lane on Sunland Gin Road at Access A – 500 feet
- Southbound Left Turn on Sunland Gin Road at Shedd Road – 150 feet
- Northbound Right Turn on Sunland Gin Road at Shedd Road – 100 feet
- Southbound Left Turn Acceleration Lane on Sunland Gin Road at Shedd Road – 500 feet
- Westbound Left Turn on Shedd Road at Sunland Gin Road – 100 feet

The following intersection geometry improvements are recommended to mitigate congestion not directly associated with the development:

- Dual left turn lanes on the northbound approach to the I-10 WB on-ramp
- Dual right turn lanes on the I-10 EB off-ramp
- Traffic signal at Sunland Gin Road and Access A
- Traffic signal at Sunland Gin Road and Shedd Road

PRINCIPAL FINDINGS

TRIP GENERATION

- The proposed development is anticipated to generate a total of 771 trips (entering and exiting) during the AM peak hour and 843 trips during the PM peak hour.

SITE ACCESS

- The proposed development will provide access to the site by one full access driveway on Sunland Gin Road and additional 5 full access points driveways on Shedd Road.

LEVEL OF SERVICE ANALYSIS

The following intersections experience an overall failing LOS in the 2025 Existing conditions:

- Sunland Gin Road at I-10 EB Ramps
- Sunland Gin Road and Arica Road

The following intersections experience an overall failing LOS in 2027:

- Sunland Gin Road and I-10 WB Ramps
 - 2032 Total PM Peak – LOS F
- Sunland Gin Road and I-10 EB Ramps
 - 2027 Background PM Peak – LOS F
 - 2027 Total AM Peak – LOS E
 - 2027 Total PM Peak – LOS F
- Sunland Gin Road and Access A
 - 2027 Total AM Peak – LOS E

The following intersections experience an overall failing LOS in 2032:

- Sunland Gin Road and I-10 WB Ramps
 - 2032 Total PM Peak – LOS F
- Sunland Gin Road and I-10 EB Ramps
 - 2032 Background PM Peak – LOS F
 - 2032 Total AM Peak – LOS E
 - 2032 Total PM Peak – LOS F
- Sunland Gin Road and Access A
 - 2032 Total AM Peak – LOS F
 - 2032 Total PM Peak – LOS E

ACCELERATION AND DECELERATION LANE ANALYSIS

- Based on right turn lane criteria provided by Pinal County, northbound right turn lanes are warranted on Sunland Gin Road at Access A and Shedd Road.
- Based on left turn lane criteria provided by Pinal County, southbound left turn lanes are warranted on Sunland Gin Road at Access A and Shedd Road and Shedd Road and the Multifamily Access and Sierra Vista Road.
- Acceleration lanes are recommended in the northbound and southbound direction at Access A and the southbound direction at Shedd Road to improve the safety and operations of the roadway network.

RECOMMENDATIONS

The following auxiliary turn lanes and length are recommended to be installed by the development if they are not already in place.

Upon construction of Access A:

- Monitor traffic volumes as development progresses in the area, and install a traffic signal when warrants are met – anticipated to be met by 2027 with full buildout of the site.
- Southbound Left Turn on Sunland Gin Road at Access A – 300 feet
- Northbound Right Turn on Sunland Gin Road at Access A – 100 feet
- Westbound Left Turn on Access A at Sunland Gin Road – 100 feet
- Northbound Right Turn Acceleration Lane on Sunland Gin Road at Access A – 500 feet
- Southbound Left Turn Acceleration Lane on Sunland Gin Road at Access A – 500 feet

Upon construction of Shedd Road:

- Monitor traffic volumes as development progresses in the area, and install a traffic signal when warrants are met – anticipated to be met by 2027 with full buildout of the site
- City of Eloy direction indicates the roadway will be constructed with a commercial collector cross section, with a center turn lane throughout. This center turn lane is expected to accommodate the left-turns into the site driveways.
- Southbound Left Turn on Sunland Gin Road at Shedd Road – 150 feet
- Northbound Right Turn on Sunland Gin Road at Shedd Road – 100 feet
- Southbound Left Turn Acceleration Lane on Sunland Gin Road at Shedd Road – 500 feet
- Westbound Left Turn on Shedd Road at Sunland Gin Road – 100 feet

The following intersection geometry improvements are recommended to mitigate congestion not directly associated with the development:

- Dual left turn lanes on the northbound approach to the I-10 WB on-ramp
- Dual right turn lanes on the I-10 EB off-ramp

A summary of recommended improvements are shown in **Figure 19**.

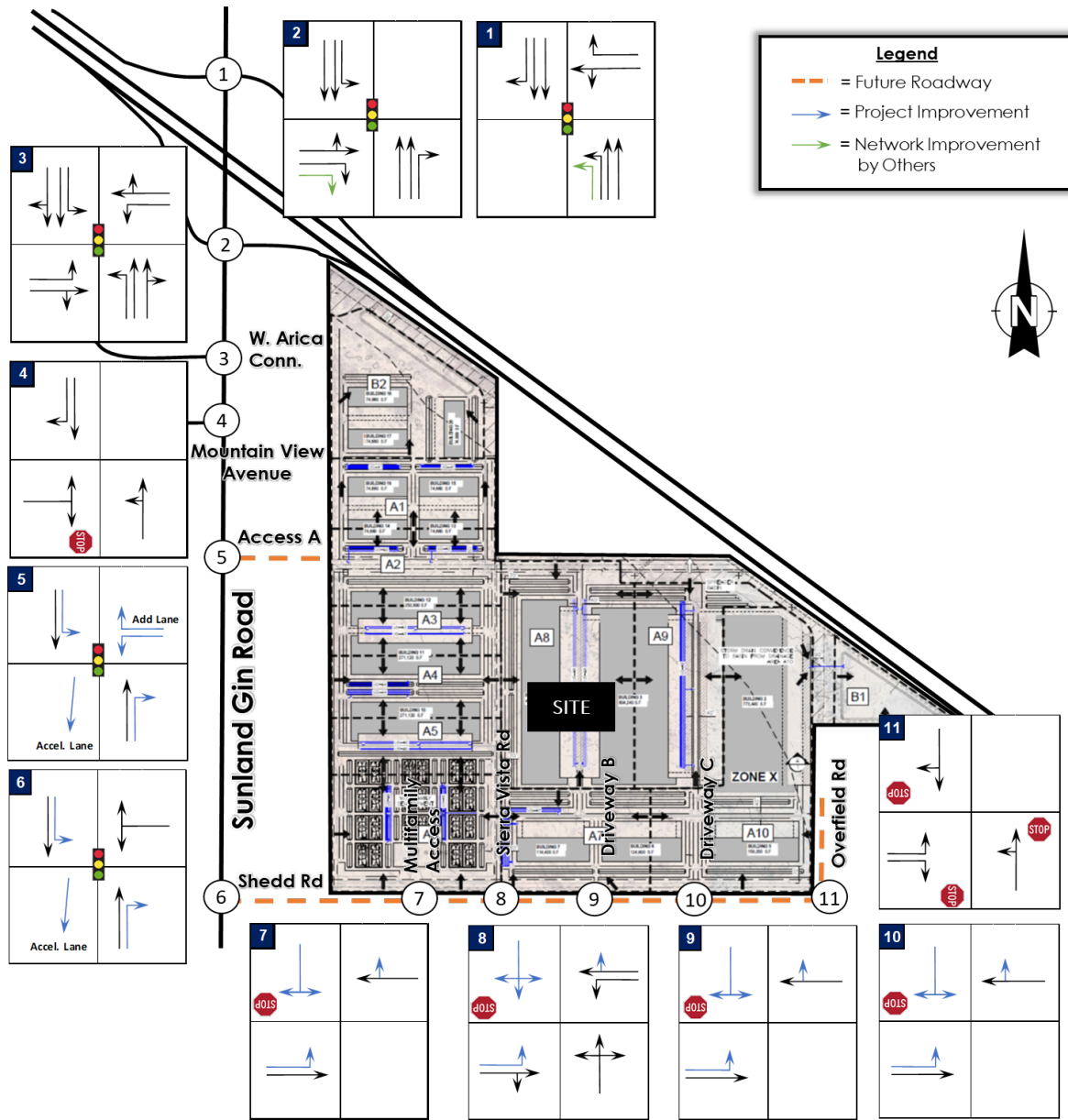


Figure 19: Recommended Improvements

APPENDICES

APPENDIX A: REVIEW COMMENTS

COMMENT RESPONSES

1st Submittal

Project:	Eloy 310 TIA		
Project Location	NEC Shedd Road and Overfield Road	Prepared by	Y2K Engineering
Reviewing Agencies	City of Eloy	Date of Report	8/1/2025
Reviewed By	J. Hansen and D. Symer	Responses by	Melissa Gende, PE, PTOE, RSP1
Date	9/27/2025	Date of Responses	10/15/2025

A = WILL COMPLY

C = AGENCY TO EVALUATE

B = CONSULTANT / DESIGNER / APPLICANT TO EVALUATE

D = REVIEW TEAM RECOMMENDS NO FURTHER ACTION

No	Agency	Item* / Dgn / Sht / Pg. #	Comment By	Comment	Disposition	Comment Addressed By	Response / Comment
1	City of Eloy	Cover Page	jhansen	City of Eloy [text]	A	M. Gende	Cover page has been updated.
2	City of Eloy	Cover Page	dsymer	Revise TIA to show the location of the public street that are to be dedicated and constructed see comments on the Circulation plan submitted with the Rezoning Narrative. Also the plan has exclude the fair right site from the development analysis. See page 3 of the report, page 6 of the PDF. Revise Analysis accordingly.	A	M. Gende	The figures in the report have been revised.
3	City of Eloy	General	dsymer	Missing this development site of the application. Update the analysis accordingly [comment throughout report]	A	M. Gende	The figures throughout the report are updated to show this section of the development.
4	City of Eloy	Page 20	jhansen	0 count/percentage is not realistic [regarding multi-family trip assignment and volumes]	A	M. Gende	The distribution and assignment figures have been updated.
5	City of Eloy	Page 25	jhansen	Shedd Rd improvements are anticipated to conform to the City of Eloy Commercial Collector cross section (eb/wb/center turn)	A	M. Gende	Noted, thank you.
6	City of Eloy	Page 28	jhansen	Do these lengths account for heavy trucks and passenger vehicles combined?	A	M. Gende	Confirmed the recommended queue storage lengths provide sufficient capacity to accommodate projected volumes of trucks and passenger cars.
7	City of Eloy	Page 32	jhansen	Current and future traffic operations on Sunland Gin at Access A and Shedd Rd IS a major concern for the City. Signalized intersections need to be re-evaluated and may be required to accommodate full buildout needs	A	M. Gende	A traffic signal warrant analysis was added to the report to assess both intersections.

APPENDIX B: ADJUSTMENT FACTOR CALCULATIONS

Location ID: 100131
 Location Description: I-10 Between Sunland Gin Rd and Toltec Rd

June 2023 Volume Data	
Date	Daily Volume
30-Jun	69,007
29-Jun	-
28-Jun	53,711
27-Jun	50,968
26-Jun	51,012
25-Jun	53,005
24-Jun	57,469
23-Jun	61,899
22-Jun	56,267
21-Jun	53,135
20-Jun	51,726
19-Jun	55,470
18-Jun	55,534
17-Jun	60,226
16-Jun	65,675
15-Jun	57,565
14-Jun	54,831
13-Jun	52,312
12-Jun	53,572
11-Jun	52,927
10-Jun	56,441
9-Jun	61,724
8-Jun	55,717
7-Jun	54,040
6-Jun	51,669
5-Jun	52,497
4-Jun	55,020
3-Jun	57,954
2-Jun	62,925
1-Jun	56,961
AVERAGE	56,250

2023 AADT 58,180

Location ID: 100944
 Location Description: SR 87 N/O I-10

June 2023 Volume Data	
Date	Daily Volume
30-Jun	4,280
29-Jun	3,989
28-Jun	3,877
27-Jun	3,882
26-Jun	3,915
25-Jun	2,760
24-Jun	3,275
23-Jun	4,275
22-Jun	4,051
21-Jun	3,941
20-Jun	3,690
19-Jun	3,746
18-Jun	2,943
17-Jun	3,243
16-Jun	4,265
15-Jun	4,389
14-Jun	3,919
13-Jun	3,795
12-Jun	3,946
11-Jun	2,625
10-Jun	3,202
9-Jun	4,089
8-Jun	3,914
7-Jun	3,783
6-Jun	3,880
5-Jun	3,783
4-Jun	2,951
3-Jun	3,340
2-Jun	4,349
1-Jun	4,161
AVERAGE	3,742

2023 AADT 3,861

APPENDIX C: COUNT DATA



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

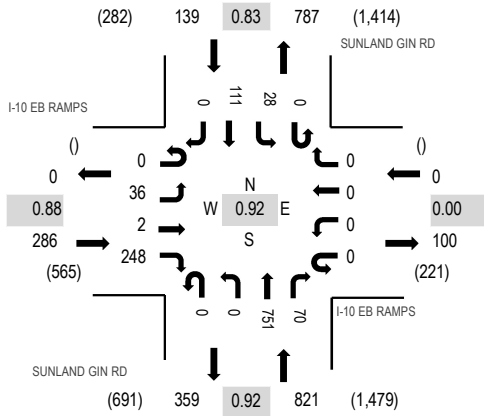
Location: 2 SUNLAND GIN RD & I-10 EB RAMPS AM

Date: Wednesday, June 18, 2025

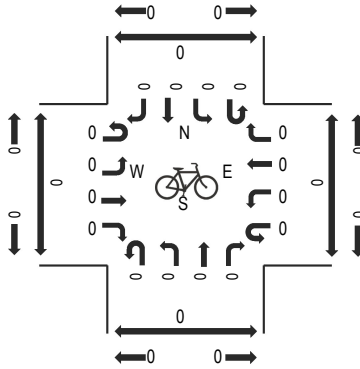
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

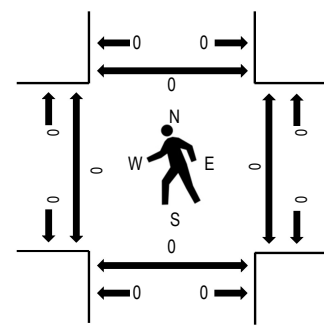
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-10 EB RAMPS Eastbound				I-10 EB RAMPS Westbound				SUNLAND GIN RD Northbound				SUNLAND GIN RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	0	59	0	0	0	0	0	0	184	18	0	8	26	0	303	1,246	0	0	0	0
7:15 AM	0	10	2	63	0	0	0	0	0	0	163	21	0	7	19	0	285	1,220	0	0	0	0
7:30 AM	0	10	0	58	0	0	0	0	0	0	198	14	0	5	34	0	319	1,221	0	0	0	0
7:45 AM	0	8	0	68	0	0	0	0	0	0	206	17	0	8	32	0	339	1,169	0	0	0	0
8:00 AM	0	18	0	53	0	0	0	0	0	0	151	21	0	9	25	0	277	1,080	0	0	0	0
8:15 AM	0	15	0	70	0	0	0	0	0	0	155	19	0	7	20	0	286		0	0	0	0
8:30 AM	0	7	0	55	0	0	0	0	0	0	147	19	0	6	33	0	267		0	0	0	0
8:45 AM	0	13	1	47	0	0	0	0	0	0	121	25	0	14	29	0	250		0	0	0	0
Count Total	0	89	3	473	0	0	0	0	0	0	1,325	154	0	64	218	0	2,326		0	0	0	0
Peak Hour	0	36	2	248	0	0	0	0	0	0	751	70	0	28	111	0	1,246		0	0	0	0



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

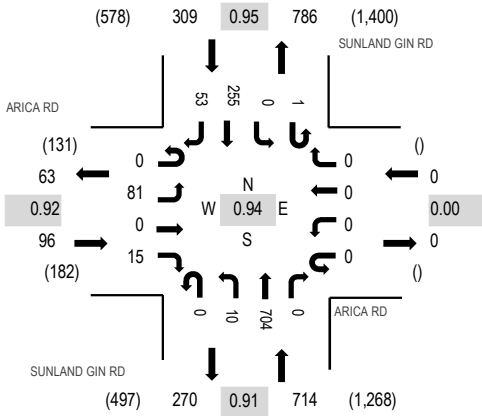
Location: 3 SUNLAND GIN RD & ARICA RD AM

Date: Wednesday, June 18, 2025

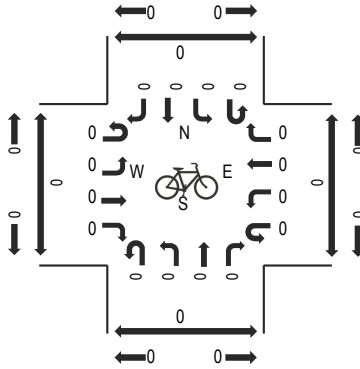
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

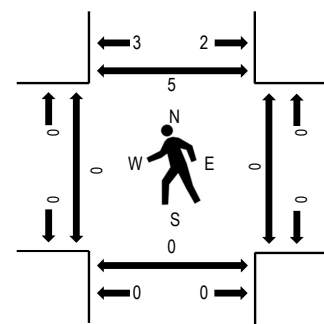
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ARICA RD Eastbound				ARICA RD Westbound				SUNLAND GIN RD Northbound				SUNLAND GIN RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	22	0	4	0	0	0	0	0	3	172	0	1	0	60	10	272	1,119	0	0	0	2
7:15 AM	0	21	0	3	0	0	0	0	0	1	155	0	0	0	61	15	256	1,079	0	0	0	0
7:30 AM	0	18	0	3	0	0	0	0	0	3	193	0	0	0	68	13	298	1,067	0	0	0	0
7:45 AM	0	20	0	5	0	0	0	0	0	3	184	0	0	0	66	15	293	1,002	0	0	0	3
8:00 AM	0	17	0	6	0	0	0	0	0	4	138	0	0	0	55	12	232	909	0	0	0	0
8:15 AM	0	19	0	1	0	0	0	0	0	1	148	0	0	0	59	16	244		0	0	0	1
8:30 AM	0	13	0	4	0	0	0	0	0	1	145	0	0	0	58	12	233		0	0	0	0
8:45 AM	0	21	0	5	0	0	0	0	0	4	113	0	0	0	39	18	200		0	0	0	0
Count Total	0	151	0	31	0	0	0	0	0	20	1,248	0	1	0	466	111	2,028		0	0	0	6
Peak Hour	0	81	0	15	0	0	0	0	0	10	704	0	1	0	255	53	1,119		0	0	0	5

All Traffic Data Services

1. SUNLAND GIN RD & I-10 WB RAMPS AM
Wednesday, June 18, 2025

Peak Hour
07:00 AM - 08:00 AM
Peak 15-Minutes
07:30 AM - 07:45 AM

Traffic Counts - All Vehicles

Time	I-10 WB RAMPS					I-10 WB RAMPS					SUNLAND GIN RD					SUNLAND GIN RD					Total	Rolling Hour
	Eastbound					Westbound					Northbound					Southbound						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
7:00 AM	0	0	0	0	0	0	5	1	8	0	0	127	54	0	0	0	0	28	35	0	258	1,101
7:15 AM	0	0	0	0	0	0	4	1	8	0	0	126	52	0	0	0	0	23	39	0	253	1,099
7:30 AM	0	0	0	0	0	0	5	2	15	0	0	150	62	0	0	0	0	34	29	0	297	1,084
7:45 AM	0	0	0	0	0	0	6	0	11	0	0	139	70	0	0	0	0	35	32	0	293	1,019
8:00 AM	0	0	0	0	0	0	5	0	10	0	0	107	68	0	0	0	0	30	36	0	256	940
8:15 AM	0	0	0	0	0	0	3	0	14	0	0	108	60	0	0	0	0	21	32	0	238	0
8:30 AM	0	0	0	0	0	0	6	0	13	0	0	105	52	0	0	0	0	34	22	0	232	0
8:45 AM	0	0	0	0	0	0	11	0	12	0	0	87	46	0	0	0	0	35	23	0	214	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	0	0	0	0	0	0	7	2	20	0	0	22	14	0	0	0	17	43	0	125
Lights	0	0	0	0	0	0	0	11	2	20	0	0	510	218	0	0	0	101	82	0	944
Mediums	0	0	0	0	0	0	0	2	0	2	0	0	10	6	0	0	0	2	10	0	32
Total	0	0	0	0	0	0	0	20	4	42	0	0	542	238	0	0	0	120	135	0	1,101
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			0.0%					43.9%					4.6%					23.5%			11.4%
Heavy Vehicle Percentage	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	35.0%	50.0%	47.6%	0.0%	0.0%	4.1%	5.9%	0.0%	0.0%	0.0%	0.0%	14.2%	31.9%	0.0%	11.4%
Peak Hour Factor (PHF)			0.00					0.80					0.92					0.96			0.93
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.50	0.83	0.00	0.00	0.90	0.93	0.00	0.00	0.00	0.00	0.87	0.87	0.00	0.93

Traffic Counts by Vehicle Type

Time	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks																					
7:00 AM	0	0	0	0	0	0	0	0	3	0	0	7	3	0	0	0	0	3	11	0	27
7:15 AM	0	0	0	0	0	0	0	2	1	4	0	0	7	5	0	0	0	5	10	0	34
7:30 AM	0	0	0	0	0	0	0	1	1	7	0	0	4	0	0	0	0	4	12	0	29
7:45 AM	0	0	0	0	0	0	0	4	0	6	0	0	4	6	0	0	0	5	10	0	35
8:00 AM	0	0	0	0	0	0	0	1	0	2	0	0	0	8	0	0	0	5	9	0	25
8:15 AM	0	0	0	0	0	0	0	2	0	5	0	0	3	4	0	0	0	8	11	0	33
8:30 AM	0	0	0	0	0	0	0	1	0	7	0	0	3	3	0	0	0	6	6	0	26
8:45 AM	0	0	0	0	0	0	0	3	0	5	0	0	1	5	0	0	0	9	5	0	28
Lights																					
7:00 AM	0	0	0	0	0	0	4	1	4	0	0	117	50	0	0	0	0	23	22	0	221
7:15 AM	0	0	0	0	0	0	2	0	4	0	0	118	47	0	0	0	0	18	28	0	217
7:30 AM	0	0	0	0	0	0	3	1	7	0	0	143	59	0	0	0	0	30	15	0	258
7:45 AM	0	0	0	0	0	0	2	0	5	0	0	132	62	0	0	0	0	30	17	0	248
8:00 AM	0	0	0	0	0	0	4	0	5	0	0	104	58	0	0	0	0	25	27	0	223
8:15 AM	0	0	0	0	0	0	0	0	7	0	0	102	55	0	0	0	0	13	18	0	195
8:30 AM	0	0	0	0	0	0	5	0	5	0	0	100	45	0	0	0	0	24	13	0	192
8:45 AM	0	0	0	0	0	0	7	0	6	0	0	83	40	0	0	0	0	23	16	0	175
Mediums																					
7:00 AM	0	0	0	0	0	0	1	0	1	0	0	3	1	0	0	0	0	2	2	0	10
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	1	0	1	0	0	3	3	0	0	0	0	0	2	0	10
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	0	10
8:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	2	0	0	0	0	0	0	0	8
8:15 AM	0	0	0	0	0	0	1	0	2	0	0	3	1	0	0	0	0	0	3	0	10
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	2	4	0	0	0	0	4	3	0	14
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	3	1	0	0	0	0	3	2	0	11
Bicycles on Road																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bloycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

2 SUNLAND GIN RD & I-10 EB RAMPS AM
Wednesday, June 18, 2025

Peak Hour
07:00 AM - 08:00 AM
Peak 15-Minutes
07:45 AM - 08:00 AM

Traffic Counts - All Vehicles

Time	I-10 EB RAMPS					I-10 EB RAMPS					SUNLAND GIN RD					SUNLAND GIN RD					Total	Rolling Hour
	Eastbound				RTOR	Westbound				RTOR	Northbound				RTOR	Southbound						
	U-Turn	Left	Thru	Right		U-Turn	Left	Thru	Right		U-Turn	Left	Thru	Right		U-Turn	Left	Thru	Right			
7:00 AM	0	8	0	59	0	0	0	0	0	0	0	0	184	18	0	0	8	26	0	0	303	1,246
7:15 AM	0	10	2	63	0	0	0	0	0	0	0	0	163	21	0	0	7	19	0	0	285	1,220
7:30 AM	0	10	0	58	0	0	0	0	0	0	0	0	198	14	0	0	5	34	0	0	319	1,221
7:45 AM	0	8	0	68	0	0	0	0	0	0	0	0	206	17	0	0	8	32	0	0	339	1,169
8:00 AM	0	18	0	53	0	0	0	0	0	0	0	0	151	21	0	0	9	25	0	0	277	1,080
8:15 AM	0	15	0	70	0	0	0	0	0	0	0	0	155	19	0	0	7	20	0	0	286	0
8:30 AM	0	7	0	55	0	0	0	0	0	0	0	0	147	19	0	0	6	33	0	0	267	0
8:45 AM	0	13	1	47	0	0	0	0	0	0	0	0	121	25	0	0	14	29	0	0	250	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	12	1	19	0	0	0	0	0	0	0	0	24	27	0	0	16	7	0	0	106
Lights	0	24	1	216	0	0	0	0	0	0	0	0	711	37	0	0	10	102	0	0	1,101
Mediums	0	0	0	13	0	0	0	0	0	0	0	0	16	6	0	0	2	2	0	0	39
Total	0	36	2	248	0	0	0	0	0	0	0	0	751	70	0	0	28	111	0	0	1,246
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			11.2%					0.0%					6.2%					16.5%			8.5%
Heavy Vehicle Percentage			50.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	38.6%	0.0%	0.0%	57.1%	6.3%	0.0%	0.0%	8.5%
Peak Hour Factor (PHF)	0.0%	33.3%	0.88					0.00					0.92					0.83			0.92
Peak Hour Factor (PHF)	0.00	0.74	0.25	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.84	0.00	0.00	0.64	0.82	0.00	0.00	0.92

Traffic Counts by Vehicle Type

Time	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks																					
7:00 AM	0	3	0	5	0	0	0	0	0	0	0	0	9	3	0	0	3	1	0	0	24
7:15 AM	0	4	1	3	0	0	0	0	0	0	0	0	7	13	0	0	5	2	0	0	35
7:30 AM	0	2	0	8	0	0	0	0	0	0	0	0	3	3	0	0	4	1	0	0	21
7:45 AM	0	3	0	3	0	0	0	0	0	0	0	0	5	8	0	0	4	3	0	0	26
8:00 AM	0	7	0	9	0	0	0	0	0	0	0	0	1	7	0	0	5	2	0	0	31
8:15 AM	0	5	0	5	0	0	0	0	0	0	0	0	3	9	0	0	7	4	0	0	33
8:30 AM	0	2	0	3	0	0	0	0	0	0	0	0	3	4	0	0	4	3	0	0	19
8:45 AM	0	4	0	7	0	0	0	0	0	0	0	0	2	7	0	0	5	4	0	0	29
Lights																					
7:00 AM	0	5	0	49	0	0	0	0	0	0	0	0	171	13	0	0	3	24	0	0	265
7:15 AM	0	6	1	57	0	0	0	0	0	0	0	0	155	7	0	0	2	17	0	0	245
7:30 AM	0	8	0	49	0	0	0	0	0	0	0	0	189	9	0	0	1	32	0	0	288
7:45 AM	0	5	0	61	0	0	0	0	0	0	0	0	196	8	0	0	4	29	0	0	303
8:00 AM	0	10	0	44	0	0	0	0	0	0	0	0	145	14	0	0	4	23	0	0	240
8:15 AM	0	9	0	61	0	0	0	0	0	0	0	0	149	10	0	0	0	15	0	0	244
8:30 AM	0	3	0	50	0	0	0	0	0	0	0	0	141	14	0	0	1	27	0	0	236
8:45 AM	0	8	1	40	0	0	0	0	0	0	0	0	116	16	0	0	7	24	0	0	212
Mediums																					
7:00 AM	0	0	0	5	0	0	0	0	0	0	0	0	4	2	0	0	2	1	0	0	14
7:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	6	2	0	0	0	1	0	0	10
7:45 AM	0	0	0	4	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	10
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	6
8:15 AM	0	1	0	4	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	9
8:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	3	1	0	0	1	3	0	0	12
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	3	2	0	0	2	1	0	0	9
Bicycles on Road																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bloycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

3 SUNLAND GIN RD & ARICA RD AM
Wednesday, June 18, 2025

Peak Hour
07:00 AM - 08:00 AM
Peak 15-Minutes
07:30 AM - 07:45 AM

Traffic Counts - All Vehicles

Time	ARICA RD					ARICA RD					SUNLAND GIN RD					SUNLAND GIN RD					Total	Rolling Hour
	Eastbound					Westbound					Northbound					Southbound						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
7:00 AM	0	22	0	4	0	0	0	0	0	0	0	3	172	0	0	1	0	60	10	0	272	1,119
7:15 AM	0	21	0	3	0	0	0	0	0	0	0	1	155	0	0	0	0	61	15	0	256	1,079
7:30 AM	0	18	0	3	0	0	0	0	0	0	0	3	193	0	0	0	0	68	13	0	298	1,067
7:45 AM	0	20	0	5	0	0	0	0	0	0	0	3	184	0	0	0	0	66	15	0	293	1,002
8:00 AM	0	17	0	6	0	0	0	0	0	0	0	4	138	0	0	0	0	55	12	0	232	909
8:15 AM	0	19	0	1	0	0	0	0	0	0	0	1	148	0	0	0	0	59	16	0	244	0
8:30 AM	0	13	0	4	0	0	0	0	0	0	0	1	145	0	0	0	0	58	12	0	233	0
8:45 AM	0	21	0	5	0	0	0	0	0	0	0	4	113	0	0	0	0	39	18	0	200	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	45	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	21	0	76
Lights	0	28	0	14	0	0	0	0	0	0	0	9	684	0	0	1	0	241	26	0	1,003
Mediums	0	8	0	1	0	0	0	0	0	0	0	1	14	0	0	0	0	10	6	0	40
Total	0	81	0	15	0	0	0	0	0	0	0	10	704	0	0	1	0	255	53	0	1,119
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			46.9%					0.0%					0.8%					8.1%			6.8%
Heavy Vehicle Percentage	0.0%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	39.6%	0.0%	6.8%
Peak Hour Factor (PHF)			0.92					0.00					0.91					0.95			0.94
Peak Hour Factor (PHF)	0.00	0.92	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.91	0.00	0.00	0.25	0.00	0.94	0.81	0.00	0.94

Traffic Counts by Vehicle Type

Time	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks																					
7:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4	0	18
7:15 AM	0	17	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	5	0	25
7:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	7	0	16
7:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	17
8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	9	0	20
8:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	8	0	20
8:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	4	0	13
8:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	0	18
Lights																					
7:00 AM	0	11	0	3	0	0	0	0	0	0	0	3	166	0	0	1	0	56	2	0	242
7:15 AM	0	2	0	3	0	0	0	0	0	0	0	0	152	0	0	0	0	59	9	0	225
7:30 AM	0	7	0	3	0	0	0	0	0	0	0	3	188	0	0	0	0	64	5	0	270
7:45 AM	0	8	0	5	0	0	0	0	0	0	0	3	178	0	0	0	0	62	10	0	266
8:00 AM	0	12	0	6	0	0	0	0	0	0	0	4	131	0	0	0	0	53	3	0	209
8:15 AM	0	10	0	1	0	0	0	0	0	0	0	1	143	0	0	0	0	56	5	0	216
8:30 AM	0	4	0	4	0	0	0	0	0	0	0	1	143	0	0	0	0	53	6	0	211
8:45 AM	0	12	0	5	0	0	0	0	0	0	0	3	110	0	0	0	0	39	8	0	177
Mediums																					
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	2	4	0	12
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	6
7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	1	0	12
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	4	0	0	10
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	3	0	8
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	2	0	9
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	5
Bicycles on Road																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bloycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	1	1	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	2	1	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

4 SUNLAND GIN RD & MOUNTAIN VIEW AVE AM
Wednesday, June 18, 2025

Peak Hour
07:00 AM - 08:00 AM
Peak 15-Minutes
07:30 AM - 07:45 AM

Traffic Counts - All Vehicles

Time	MOUNTAIN VIEW AVE										SUNLAND GIN RD					SUNLAND GIN RD					Total	Rolling Hour
	Eastbound					Westbound					Northbound					Southbound						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
7:00 AM	0	12	0	1	0	0	0	0	0	0	0	1	169	0	0	0	0	61	1	0	245	982
7:15 AM	0	9	0	1	0	0	0	0	0	0	0	0	139	0	0	0	0	62	0	0	211	944
7:30 AM	0	7	0	0	0	0	0	0	0	0	0	2	193	0	0	0	0	69	2	0	273	936
7:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	171	0	0	0	0	71	1	0	253	872
8:00 AM	0	7	0	1	0	0	0	0	0	0	0	1	137	0	0	0	0	60	1	0	207	782
8:15 AM	0	8	0	1	0	0	0	0	0	0	0	0	135	0	0	0	0	58	1	0	203	0
8:30 AM	0	9	0	1	0	0	0	0	0	0	0	0	140	0	0	0	0	59	0	0	209	0
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	3	108	0	0	0	0	44	3	0	163	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	8
Lights	0	38	0	2	0	0	0	0	0	0	0	3	656	0	0	0	0	248	4	0	951
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	11	0	0	23
Total	0	38	0	2	0	0	0	0	0	0	0	3	672	0	0	0	0	263	4	0	982
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			0.0%										0.6%					1.5%			0.8%
Heavy Vehicle Percentage	0.0%	0.0%	0.0%	0.0%	0.0%						0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.8%
Peak Hour Factor (PHF)			0.77										0.87					0.93			0.90
Peak Hour Factor (PHF)	0.00	0.79	0.00	0.75	0.00						0.00	0.33	0.87	0.00	0.00	0.00	0.00	0.93	0.42	0.00	0.90

Traffic Counts by Vehicle Type

Time	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights																					
7:00 AM	0	12	0	1	0	0	0	0	0	0	0	1	164	0	0	0	0	56	1	0	235
7:15 AM	0	9	0	1	0	0	0	0	0	0	0	0	137	0	0	0	0	60	0	0	207
7:30 AM	0	7	0	0	0	0	0	0	0	0	0	2	188	0	0	0	0	65	2	0	264
7:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	167	0	0	0	0	67	1	0	245
8:00 AM	0	7	0	1	0	0	0	0	0	0	0	1	133	0	0	0	0	60	1	0	203
8:15 AM	0	8	0	1	0	0	0	0	0	0	0	0	132	0	0	0	0	55	1	0	197
8:30 AM	0	9	0	1	0	0	0	0	0	0	0	0	138	0	0	0	0	54	0	0	202
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	3	105	0	0	0	0	44	3	0	160
Mediums																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
Bicycles on Road																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bloycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0



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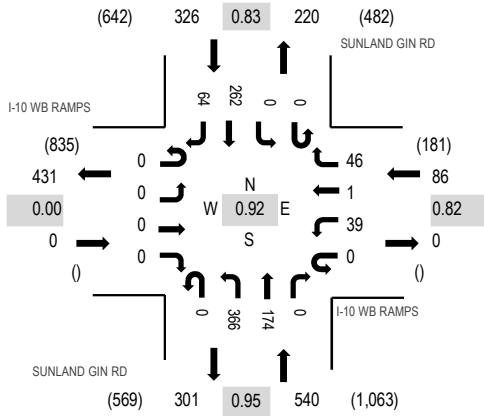
Location: 1 SUNLAND GIN RD & I-10 WB RAMPS PM

Date: Wednesday, June 18, 2025

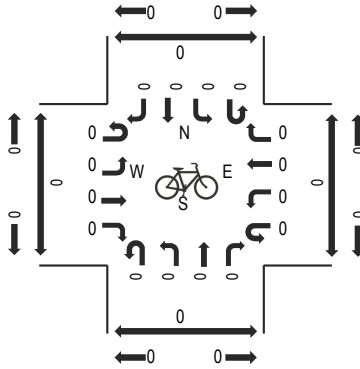
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

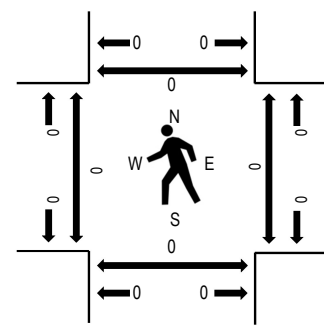
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-10 WB RAMPS Eastbound				I-10 WB RAMPS Westbound				SUNLAND GIN RD Northbound				SUNLAND GIN RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	11	2	16	0	75	60	0	0	0	70	21	255	934	0	0	0	0
4:15 PM	0	0	0	0	0	6	0	15	0	84	53	0	0	0	64	25	247	939	0	0	0	0
4:30 PM	0	0	0	0	0	11	0	16	0	76	50	0	0	0	44	24	221	932	0	0	0	0
4:45 PM	0	0	0	0	0	8	0	10	0	83	42	0	0	0	54	14	211	949	0	0	0	0
5:00 PM	0	0	0	0	0	8	1	8	0	98	47	0	0	0	74	24	260	952	0	0	0	0
5:15 PM	0	0	0	0	0	15	0	8	0	88	50	0	0	0	62	17	240		0	0	0	0
5:30 PM	0	0	0	0	0	7	0	11	0	100	42	0	0	0	68	10	238		0	0	0	0
5:45 PM	0	0	0	0	0	9	0	19	0	80	35	0	0	0	58	13	214		0	0	0	0
Count Total	0	0	0	0	0	75	3	103	0	684	379	0	0	0	494	148	1,886		0	0	0	0
Peak Hour	0	0	0	0	0	39	1	46	0	366	174	0	0	0	262	64	952		0	0	0	0



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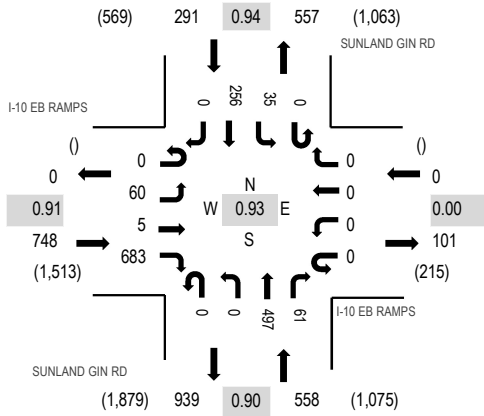
Location: 2 SUNLAND GIN RD & I-10 EB RAMPS PM

Date: Wednesday, June 18, 2025

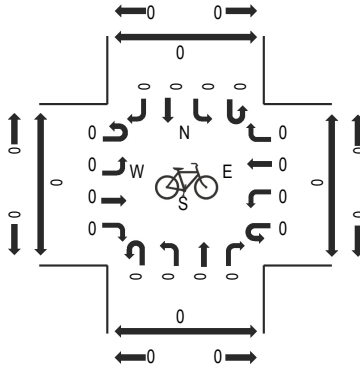
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

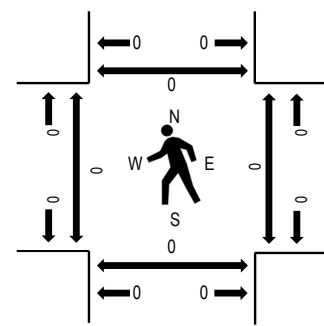
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-10 EB RAMPS Eastbound				I-10 EB RAMPS Westbound				SUNLAND GIN RD Northbound				SUNLAND GIN RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	16	0	175	0	0	0	0	0	0	138	12	0	16	63	0	420	1,594	0	0	0	0
4:15 PM	0	17	2	183	0	0	0	0	0	0	106	16	0	6	65	0	395	1,589	0	0	0	0
4:30 PM	0	17	1	203	0	0	0	0	0	0	105	19	0	11	45	0	401	1,567	0	0	0	0
4:45 PM	0	13	0	177	0	0	0	0	0	0	111	18	0	12	47	0	378	1,597	0	0	0	0
5:00 PM	0	15	1	164	0	0	0	0	0	0	146	8	0	5	76	0	415	1,563	0	0	0	0
5:15 PM	0	15	2	162	0	0	0	0	0	0	107	13	0	10	64	0	373		0	0	0	0
5:30 PM	0	17	2	180	0	0	0	0	0	0	133	22	0	8	69	0	431		0	0	0	0
5:45 PM	0	9	1	141	0	0	0	0	0	0	98	23	0	7	65	0	344		0	0	0	0
Count Total	0	119	9	1,385	0	0	0	0	0	0	944	131	0	75	494	0	3,157		0	0	0	0
Peak Hour	0	60	5	683	0	0	0	0	0	0	497	61	0	35	256	0	1,597		0	0	0	0



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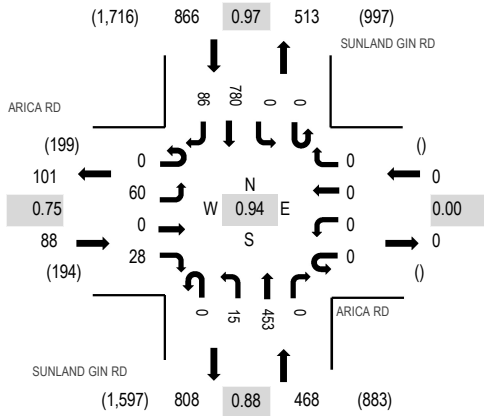
Location: 3 SUNLAND GIN RD & ARICA RD PM

Date: Wednesday, June 18, 2025

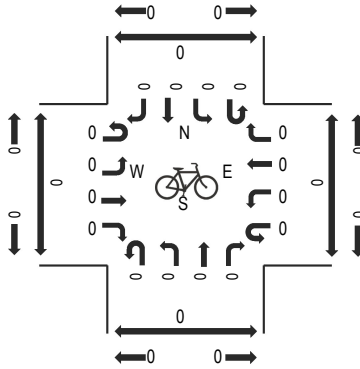
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

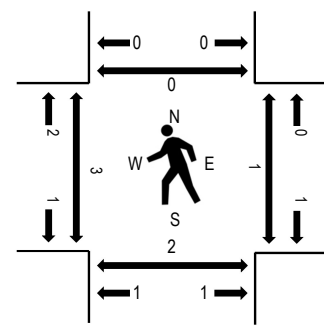
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ARICA RD Eastbound				ARICA RD Westbound				SUNLAND GIN RD Northbound				SUNLAND GIN RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	19	0	15	0	0	0	0	0	2	127	0	1	0	185	25	374	1,401	0	0	0	1
4:15 PM	1	19	0	6	0	0	0	0	0	3	90	0	0	0	205	25	349	1,406	0	0	0	0
4:30 PM	0	15	0	5	0	0	0	0	0	0	101	0	0	0	200	20	341	1,391	0	0	0	0
4:45 PM	0	19	0	3	0	0	0	0	0	7	95	0	0	0	191	22	337	1,422	0	0	0	0
5:00 PM	0	14	0	7	0	0	0	0	0	3	130	0	0	0	207	18	379	1,392	0	0	0	0
5:15 PM	0	12	0	8	0	0	0	0	0	3	105	0	0	0	186	20	334		2	1	2	0
5:30 PM	0	15	0	10	0	0	0	0	0	2	123	0	0	0	196	26	372		1	0	0	0
5:45 PM	0	21	0	5	0	0	0	0	0	2	90	0	1	0	168	20	307		0	0	0	5
Count Total	1	134	0	59	0	0	0	0	0	22	861	0	2	0	1,538	176	2,793		3	1	2	6
Peak Hour	0	60	0	28	0	0	0	0	0	15	453	0	0	0	780	86	1,422		3	1	2	0



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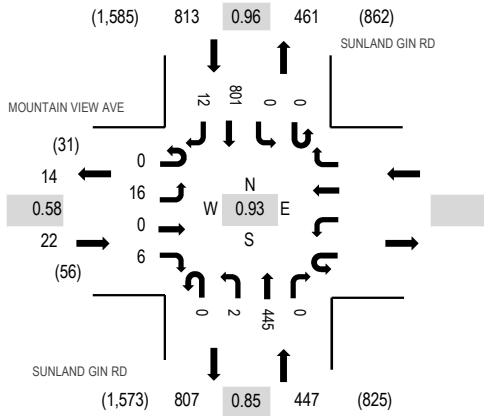
Location: 4 SUNLAND GIN RD & MOUNTAIN VIEW AVE PM

Date: Wednesday, June 18, 2025

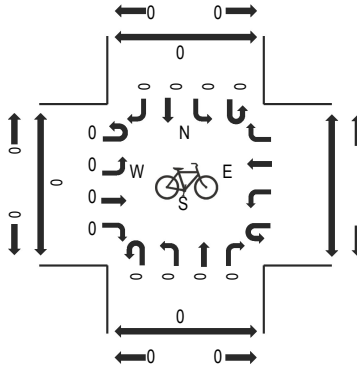
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

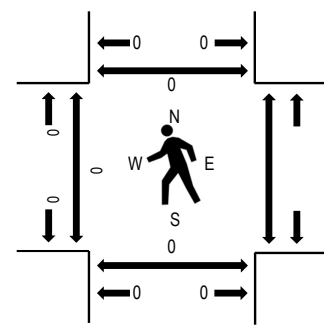
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MOUNTAIN VIEW AVE								SUNLAND GIN RD				SUNLAND GIN RD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	10	0	1					0	1	114	0	0	0	191	5	322	1,229	0		0	0
4:15 PM	0	2	0	2					0	0	94	0	0	0	210	2	310	1,253	0		0	0
4:30 PM	0	4	0	3					0	0	89	0	0	0	189	5	290	1,240	0		0	0
4:45 PM	0	3	0	3					0	1	97	0	0	0	201	2	307	1,282	0		0	0
5:00 PM	0	5	0	1					0	1	130	0	0	0	205	4	346	1,237	0		0	0
5:15 PM	0	1	0	0					0	0	101	0	0	0	190	5	297		0		0	0
5:30 PM	0	7	0	2					0	0	117	0	0	0	205	1	332		0		0	0
5:45 PM	0	8	0	4					0	0	80	0	0	0	166	4	262		0		0	0
Count Total	0	40	0	16					0	3	822	0	0	0	1,557	28	2,466		0		0	0
Peak Hour	0	16	0	6					0	2	445	0	0	0	801	12	1,282		0		0	0

All Traffic Data Services

1. SUNLAND GIN RD & I-10 WB RAMPS PM
Wednesday, June 18, 2025

Peak Hour
05:00 PM - 06:00 PM
Peak 15-Minutes
05:00 PM - 05:15 PM

Traffic Counts - All Vehicles

Time	I-10 WB RAMPS					I-10 WB RAMPS					SUNLAND GIN RD					SUNLAND GIN RD					Total	Rolling Hour
	Eastbound					Westbound					Northbound					Southbound						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
4:00 PM	0	0	0	0	0	0	11	2	16	0	0	75	60	0	0	0	0	70	21	0	255	934
4:15 PM	0	0	0	0	0	0	6	0	15	0	0	84	53	0	0	0	0	64	25	0	247	939
4:30 PM	0	0	0	0	0	0	11	0	16	0	0	76	50	0	0	0	0	44	24	0	221	932
4:45 PM	0	0	0	0	0	0	8	0	10	0	0	83	42	0	0	0	0	54	14	0	211	949
5:00 PM	0	0	0	0	0	0	8	1	8	0	0	98	47	0	0	0	0	74	24	0	260	952
5:15 PM	0	0	0	0	0	0	15	0	8	0	0	88	50	0	0	0	0	62	17	0	240	0
5:30 PM	0	0	0	0	0	0	7	0	11	0	0	100	42	0	0	0	0	68	10	0	238	0
5:45 PM	0	0	0	0	0	0	9	0	19	0	0	80	35	0	0	0	0	58	13	0	214	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	0	0	0	0	0	8	1	22	0	0	9	15	0	0	0	0	17	19	0	91
Lights	0	0	0	0	0	0	27	0	24	0	0	350	153	0	0	0	0	242	38	0	834
Mediums	0	0	0	0	0	0	4	0	0	0	0	7	6	0	0	0	0	3	7	0	27
Total	0	0	0	0	0	0	39	1	46	0	0	366	174	0	0	0	0	262	64	0	952
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk		0					0					0					0				0
Heavy Vehicle Percentage		0.0%					36.0%					4.4%					11.0%				9.6%
Heavy Vehicle Percentage	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.5%	100.0%	47.8%	0.0%	0.0%	2.5%	8.6%	0.0%	0.0%	0.0%	0.0%	6.5%	29.7%	0.0%	9.6%
Peak Hour Factor (PHF)		0.00					0.82					0.95					0.83				0.92
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.70	0.25	0.89	0.00	0.00	0.92	0.85	0.00	0.00	0.00	0.00	0.89	0.87	0.00	0.92

Traffic Counts by Vehicle Type

Time	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks																					
4:00 PM	0	0	0	0	0	0	4	2	12	0	0	2	8	0	0	0	0	3	6	0	37
4:15 PM	0	0	0	0	0	0	3	0	5	0	0	4	9	0	0	0	0	1	8	0	30
4:30 PM	0	0	0	0	0	0	2	0	5	0	0	3	7	0	0	0	0	4	7	0	28
4:45 PM	0	0	0	0	0	0	3	0	5	0	0	1	4	0	0	0	0	7	3	0	23
5:00 PM	0	0	0	0	0	0	1	1	3	0	0	4	6	0	0	0	0	3	7	0	25
5:15 PM	0	0	0	0	0	0	2	0	3	0	0	2	6	0	0	0	0	8	6	0	27
5:30 PM	0	0	0	0	0	0	3	0	6	0	0	2	2	0	0	0	0	4	3	0	20
5:45 PM	0	0	0	0	0	0	2	0	10	0	0	1	1	0	0	0	0	2	3	0	19
Lights																					
4:00 PM	0	0	0	0	0	0	7	0	3	0	0	72	50	0	0	0	0	67	14	0	213
4:15 PM	0	0	0	0	0	0	3	0	8	0	0	79	43	0	0	0	0	61	17	0	211
4:30 PM	0	0	0	0	0	0	8	0	11	0	0	73	42	0	0	0	0	40	16	0	190
4:45 PM	0	0	0	0	0	0	5	0	4	0	0	82	38	0	0	0	0	47	11	0	187
5:00 PM	0	0	0	0	0	0	7	0	5	0	0	93	39	0	0	0	0	70	12	0	226
5:15 PM	0	0	0	0	0	0	9	0	5	0	0	85	42	0	0	0	0	53	10	0	204
5:30 PM	0	0	0	0	0	0	4	0	5	0	0	98	39	0	0	0	0	64	7	0	217
5:45 PM	0	0	0	0	0	0	7	0	9	0	0	74	33	0	0	0	0	55	9	0	187
Mediums																					
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	1	0	5
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	2	0	0	6
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	5	0	9
5:15 PM	0	0	0	0	0	0	4	0	0	0	0	1	2	0	0	0	0	1	1	0	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	1	1	0	8
Bicycles on Road																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

2 SUNLAND GIN RD & I-10 EB RAMPS PM
Wednesday, June 18, 2025

Peak Hour
04:45 PM - 05:45 PM
Peak 15-Minutes
05:30 PM - 05:45 PM

Traffic Counts - All Vehicles

Time	I-10 EB RAMPS					I-10 EB RAMPS					SUNLAND GIN RD					SUNLAND GIN RD					Total	Rolling Hour
	Eastbound					Westbound					Northbound					Southbound						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
4:00 PM	0	16	0	175	0	0	0	0	0	0	0	0	138	12	0	0	16	63	0	0	420	1,594
4:15 PM	0	17	2	183	0	0	0	0	0	0	0	0	106	16	0	0	6	65	0	0	395	1,589
4:30 PM	0	17	1	203	0	0	0	0	0	0	0	0	105	19	0	0	11	45	0	0	401	1,567
4:45 PM	0	13	0	177	0	0	0	0	0	0	0	0	111	18	0	0	12	47	0	0	378	1,597
5:00 PM	0	15	1	164	0	0	0	0	0	0	0	0	146	8	0	0	5	76	0	0	415	1,563
5:15 PM	0	15	2	162	0	0	0	0	0	0	0	0	107	13	0	0	10	64	0	0	373	0
5:30 PM	0	17	2	180	0	0	0	0	0	0	0	0	133	22	0	0	8	69	0	0	431	0
5:45 PM	0	9	1	141	0	0	0	0	0	0	0	0	98	23	0	0	7	65	0	0	344	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	18	1	28	0	0	0	0	0	0	0	0	9	15	0	0	18	12	0	0	101
Lights	0	39	4	652	0	0	0	0	0	0	0	0	484	45	0	0	16	239	0	0	1,479
Mediums	0	3	0	3	0	0	0	0	0	0	0	0	4	1	0	0	1	5	0	0	17
Total	0	60	5	683	0	0	0	0	0	0	0	0	497	61	0	0	35	256	0	0	1,597
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			6.3%					0.0%					4.3%					10.3%			6.3%
Heavy Vehicle Percentage	0.0%	30.0%	20.0%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	24.6%	0.0%	0.0%	51.4%	4.7%	0.0%	0.0%	6.3%
Peak Hour Factor (PHF)			0.91					0.00					0.90					0.94			0.93
Peak Hour Factor (PHF)	0.00	0.93	0.75	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.72	0.00	0.00	0.70	0.90	0.00	0.00	0.93

Traffic Counts by Vehicle Type

Time	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks																					
4:00 PM	0	9	0	1	0	0	0	0	0	0	0	0	2	4	0	0	3	2	0	0	21
4:15 PM	0	8	0	6	0	0	0	0	0	0	0	0	4	2	0	0	1	5	0	0	26
4:30 PM	0	7	1	5	0	0	0	0	0	0	0	0	3	6	0	0	4	2	0	0	28
4:45 PM	0	4	0	9	0	0	0	0	0	0	0	0	1	3	0	0	4	4	0	0	25
5:00 PM	0	6	1	5	0	0	0	0	0	0	0	0	4	3	0	0	3	3	0	0	25
5:15 PM	0	6	0	7	0	0	0	0	0	0	0	0	2	3	0	0	8	2	0	0	28
5:30 PM	0	2	0	7	0	0	0	0	0	0	0	0	2	6	0	0	3	3	0	0	23
5:45 PM	0	1	1	8	0	0	0	0	0	0	0	0	1	2	0	0	2	3	0	0	18
Lights																					
4:00 PM	0	6	0	172	0	0	0	0	0	0	0	0	134	8	0	0	13	61	0	0	394
4:15 PM	0	9	2	174	0	0	0	0	0	0	0	0	100	14	0	0	5	58	0	0	362
4:30 PM	0	9	0	196	0	0	0	0	0	0	0	0	102	12	0	0	6	43	0	0	368
4:45 PM	0	9	0	168	0	0	0	0	0	0	0	0	110	15	0	0	8	43	0	0	353
5:00 PM	0	7	0	158	0	0	0	0	0	0	0	0	140	5	0	0	2	72	0	0	384
5:15 PM	0	9	2	154	0	0	0	0	0	0	0	0	103	10	0	0	1	58	0	0	337
5:30 PM	0	14	2	172	0	0	0	0	0	0	0	0	131	15	0	0	5	66	0	0	405
5:45 PM	0	7	0	133	0	0	0	0	0	0	0	0	92	20	0	0	4	62	0	0	318
Mediums																					
4:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	7
4:30 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	6
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	4	0	0	8
5:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	1	0	0	0	8
Bicycles on Road																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

3 SUNLAND GIN RD & ARICA RD PM
Wednesday, June 18, 2025

Peak Hour
04:45 PM - 05:45 PM
Peak 15-Minutes
05:00 PM - 05:15 PM

Traffic Counts - All Vehicles

Time	ARICA RD					ARICA RD					SUNLAND GIN RD					SUNLAND GIN RD					Total	Rolling Hour
	Eastbound					Westbound					Northbound					Southbound						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
4:00 PM	0	19	0	15	0	0	0	0	0	0	0	2	127	0	0	1	0	185	25	0	374	1,401
4:15 PM	1	19	0	6	0	0	0	0	0	0	0	3	90	0	0	0	0	205	25	0	349	1,406
4:30 PM	0	15	0	5	0	0	0	0	0	0	0	0	101	0	0	0	0	200	20	0	341	1,391
4:45 PM	0	19	0	3	0	0	0	0	0	0	0	7	95	0	0	0	0	191	22	0	337	1,422
5:00 PM	0	14	0	7	0	0	0	0	0	0	0	3	130	0	0	0	0	207	18	0	379	1,392
5:15 PM	0	12	0	8	0	0	0	0	0	0	0	3	105	0	0	0	0	186	20	0	334	0
5:30 PM	0	15	0	10	0	0	0	0	0	0	0	2	123	0	0	0	0	196	26	0	372	0
5:45 PM	0	21	0	5	0	0	0	0	0	0	0	2	90	0	0	1	0	168	20	0	307	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	19	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	4	34	0	62
Lights	0	40	0	28	0	0	0	0	0	0	0	15	446	0	0	0	0	774	46	0	1,349
Mediums	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	6	0	11
Total	0	60	0	28	0	0	0	0	0	0	0	15	453	0	0	0	0	780	86	0	1,422
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			21.6%					0.0%					1.1%					4.4%			4.4%
Heavy Vehicle Percentage	0.0%	31.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.5%	39.5%	0.0%	4.4%
Peak Hour Factor (PHF)			0.75					0.00					0.88					0.97			0.94
Peak Hour Factor (PHF)	0.25	0.95	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.87	0.00	0.00	0.25	0.00	0.97	0.92	0.00	0.94

Traffic Counts by Vehicle Type

Time	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks																					
4:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	9
4:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	10	0	16
4:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	16
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	0	17
5:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0	14
5:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	9	0	15
5:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	7	0	16
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0	16
Lights																					
4:00 PM	0	14	0	15	0	0	0	0	0	0	0	2	125	0	0	1	0	183	22	0	362
4:15 PM	1	14	0	6	0	0	0	0	0	0	0	3	88	0	0	0	0	204	12	0	328
4:30 PM	0	5	0	5	0	0	0	0	0	0	0	0	101	0	0	0	0	197	13	0	321
4:45 PM	0	15	0	3	0	0	0	0	0	0	0	7	95	0	0	0	0	189	11	0	320
5:00 PM	0	8	0	7	0	0	0	0	0	0	0	3	127	0	0	0	0	206	10	0	361
5:15 PM	0	7	0	8	0	0	0	0	0	0	0	3	103	0	0	0	0	185	7	0	313
5:30 PM	0	10	0	10	0	0	0	0	0	0	0	2	121	0	0	0	0	194	18	0	355
5:45 PM	0	13	0	5	0	0	0	0	0	0	0	2	88	0	0	1	0	168	8	0	285
Mediums																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	5
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	4
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6
Bicycles on Road																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	1	2	0	1	1	1	1	2	0	0	0
5:30 PM	0	1	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	4	1	5

All Traffic Data Services

4 SUNLAND GIN RD & MOUNTAIN VIEW AVE PM
Wednesday, June 18, 2025

Peak Hour
04:45 PM - 05:45 PM
Peak 15-Minutes
05:00 PM - 05:15 PM

Traffic Counts - All Vehicles

Time	MOUNTAIN VIEW AVE										SUNLAND GIN RD					SUNLAND GIN RD					Total	Rolling Hour
	Eastbound					Westbound					Northbound					Southbound						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
4:00 PM	0	10	0	1	0	0	0	0	0	0	0	1	114	0	0	0	0	191	5	0	322	1,229
4:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	94	0	0	0	0	210	2	0	310	1,253
4:30 PM	0	4	0	3	0	0	0	0	0	0	0	0	89	0	0	0	0	189	5	0	290	1,240
4:45 PM	0	3	0	3	0	0	0	0	0	0	0	1	97	0	0	0	0	201	2	0	307	1,282
5:00 PM	0	5	0	1	0	0	0	0	0	0	0	1	130	0	0	0	0	205	4	0	346	1,237
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	101	0	0	0	0	190	5	0	297	0
5:30 PM	0	7	0	2	0	0	0	0	0	0	0	0	117	0	0	0	0	205	1	0	332	0
5:45 PM	0	8	0	4	0	0	0	0	0	0	0	0	80	0	0	0	0	166	4	0	262	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
Lights	0	16	0	5	0	0	0	0	0	0	0	2	442	0	0	0	0	798	12	0	1,275
Mediums	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	5
Total	0	16	0	6	0	0	0	0	0	0	0	2	445	0	0	0	0	801	12	0	1,282
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk			0					0					0					0			0
Heavy Vehicle Percentage			0.0%										0.2%					0.1%			0.2%
Heavy Vehicle Percentage	0.0%	0.0%	0.0%	0.0%	0.0%						0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.2%
Peak Hour Factor (PHF)			0.58										0.85					0.96			0.93
Peak Hour Factor (PHF)	0.00	0.66	0.00	0.75	0.00						0.00	0.50	0.86	0.00	0.00	0.00	0.00	0.96	0.80	0.00	0.93

Traffic Counts by Vehicle Type

	Time	Eastbound				Westbound				Northbound				Southbound				Total				
		U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn		Left	Thru	Right	RTOR
Articulated Trucks	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	4:00 PM	0	10	0	1	0	0	0	0	0	0	0	1	113	0	0	0	0	189	5	0	319
	4:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	93	0	0	0	0	210	2	0	309
	4:30 PM	0	4	0	1	0	0	0	0	0	0	0	0	89	0	0	0	0	188	4	0	286
	4:45 PM	0	3	0	2	0	0	0	0	0	0	0	1	97	0	0	0	0	200	2	0	305
	5:00 PM	0	5	0	1	0	0	0	0	0	0	0	1	128	0	0	0	0	204	4	0	343
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	189	5	0	295
	5:30 PM	0	7	0	2	0	0	0	0	0	0	0	0	117	0	0	0	0	205	1	0	332
	5:45 PM	0	8	0	4	0	0	0	0	0	0	0	0	79	0	0	0	0	166	4	0	261
Mediums	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Bicycles on Road	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bicycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX D: 2025 EXISTING CONDITIONS LOS

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

2025 Existing AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	20	4	42	559	246	0	0	124	139
Future Volume (veh/h)	0	0	0	20	4	42	559	246	0	0	124	139
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1437	1205	1236	1914	1884	0	0	1760	1483
Adj Flow Rate, veh/h				25	5	0	608	267	0	0	129	0
Peak Hour Factor				0.80	0.80	0.80	0.92	0.92	0.92	0.96	0.96	0.96
Percent Heavy Veh, %				35	50	48	4	6	0	0	14	32
Cap, veh/h				174	35		1034	1318	0	0	422	
Arrive On Green				0.18	0.18	0.00	0.53	0.93	0.00	0.00	0.24	0.00
Sat Flow, veh/h				964	193	1048	1823	1884	0	0	1760	1257
Grp Volume(v), veh/h				30	0	0	608	267	0	0	129	0
Grp Sat Flow(s),veh/h/ln				1157	0	1048	1823	1884	0	0	1760	1257
Q Serve(g_s), s				2.2	0.0	0.0	15.9	1.2	0.0	0.0	6.0	0.0
Cycle Q Clear(g_c), s				2.2	0.0	0.0	15.9	1.2	0.0	0.0	6.0	0.0
Prop In Lane				0.83		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				208	0		1034	1318	0	0	422	
V/C Ratio(X)				0.14	0.00		0.59	0.20	0.00	0.00	0.31	
Avail Cap(c_a), veh/h				208	0		1034	1318	0	0	422	
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				34.5	0.0	0.0	7.0	1.1	0.0	0.0	31.2	0.0
Incr Delay (d2), s/veh				1.4	0.0	0.0	2.5	0.3	0.0	0.0	1.9	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.7	0.0	0.0	5.0	0.5	0.0	0.0	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				36.0	0.0	0.0	9.5	1.4	0.0	0.0	33.0	0.0
LnGrp LOS				D			A	A			C	
Approach Vol, veh/h					30			875			129	
Approach Delay, s/veh					36.0			7.0			33.0	
Approach LOS					D			A			C	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	76.0			46.0		30.0	24.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	70.0			40.0		24.0	18.0					
Max Q Clear Time (g_c+I1), s	3.2			17.9		8.0	4.2					
Green Ext Time (p_c), s	1.9			2.2		0.6	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	11.1											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2025 Existing AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕					↕	↕	↕	↕	
Traffic Volume (veh/h)	36	2	248	0	0	0	0	751	70	28	111	0
Future Volume (veh/h)	36	2	248	0	0	0	0	751	70	28	111	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1411	1159	1781				0	1856	1322	1055	1811	0
Adj Flow Rate, veh/h	41	2	282				0	816	76	34	134	0
Peak Hour Factor	0.88	0.88	0.88				0.92	0.92	0.92	0.83	0.83	0.83
Percent Heavy Veh, %	33	50	8				0	3	39	57	6	0
Cap, veh/h	253	12	362				0	854	515	198	1159	0
Arrive On Green	0.24	0.24	0.24				0.00	0.46	0.46	0.04	0.21	0.00
Sat Flow, veh/h	1055	51	1510				0	1856	1120	1005	1811	0
Grp Volume(v), veh/h	43	0	282				0	816	76	34	134	0
Grp Sat Flow(s),veh/h/ln	1106	0	1510				0	1856	1120	1005	1811	0
Q Serve(g_s), s	3.1	0.0	17.5				0.0	42.4	3.9	0.0	6.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	17.5				0.0	42.4	3.9	0.0	6.0	0.0
Prop In Lane	0.95		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	266	0	362				0	854	515	198	1159	0
V/C Ratio(X)	0.16	0.00	0.78				0.00	0.96	0.15	0.17	0.12	0.00
Avail Cap(c_a), veh/h	266	0	362				0	854	515	198	1159	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.0	0.0	35.5				0.0	26.0	15.6	42.1	16.6	0.0
Incr Delay (d2), s/veh	1.3	0.0	15.1				0.0	21.8	0.6	1.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	7.5				0.0	23.1	1.1	0.9	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	0.0	50.7				0.0	47.8	16.2	44.0	16.8	0.0
LnGrp LOS	C		D					D	B	D	B	
Approach Vol, veh/h	325						892			168		
Approach Delay, s/veh	48.1						45.1			22.3		
Approach LOS	D						D			C		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	18.0	52.0	30.0		70.0							
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0							
Max Green Setting (Gmax), s	12.0	46.0	24.0		64.0							
Max Q Clear Time (g_c+I2, s)	12.0	44.4	19.5		8.0							
Green Ext Time (p_c), s	0.0	1.0	0.5		0.9							
Intersection Summary												
HCM 7th Control Delay, s/veh			43.1									
HCM 7th LOS			D									

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	81	15	10	704	255	53
Future Vol, veh/h	81	15	10	704	255	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	91	91	95	95
Heavy Vehicles, %	56	2	2	2	2	40
Mvmt Flow	88	16	11	774	268	56
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1092	296	324	0	-	0
Stage 1	296	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Critical Hdwy	6.96	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.96	-	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-	-
Follow-up Hdwy	4.004	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	188	743	1236	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	185	743	1236	-	-	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	38.04	0.11		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	25	-	210	-	-	
HCM Lane V/C Ratio	0.009	-	0.497	-	-	
HCM Ctrl Dly (s/v)	7.9	0	38	-	-	
HCM Lane LOS	A	A	E	-	-	
HCM 95th %tile Q(veh)	0	-	2.5	-	-	

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	2	3	672	263	4
Future Vol, veh/h	38	2	3	672	263	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	87	87	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	3	3	772	283	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1064	285	287	0	-	0
Stage 1	285	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	247	754	1275	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	246	754	1275	-	-	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	22.77	0.03		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	8	-	254	-	-	
HCM Lane V/C Ratio	0.003	-	0.204	-	-	
HCM Ctrl Dly (s/v)	7.8	0	22.8	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

2025 Existing PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	39	1	46	366	174	0	0	262	64
Future Volume (veh/h)	0	0	0	39	1	46	366	174	0	0	262	64
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1652	435	1236	1930	1837	0	0	1868	1514
Adj Flow Rate, veh/h				48	1	0	385	183	0	0	316	0
Peak Hour Factor				0.82	0.82	0.82	0.95	0.95	0.95	0.83	0.83	0.83
Percent Heavy Veh, %				21	100	48	3	9	0	0	7	30
Cap, veh/h				137	3		653	1019	0	0	391	
Arrive On Green				0.34	0.34	0.00	0.19	0.37	0.00	0.00	0.21	0.00
Sat Flow, veh/h				406	8	1048	1838	1837	0	0	1868	1283
Grp Volume(v), veh/h				49	0	0	385	183	0	0	316	0
Grp Sat Flow(s),veh/h/ln				414	0	1048	1838	1837	0	0	1868	1283
Q Serve(g_s), s				9.8	0.0	0.0	14.7	7.4	0.0	0.0	17.7	0.0
Cycle Q Clear(g_c), s				9.8	0.0	0.0	14.7	7.4	0.0	0.0	17.7	0.0
Prop In Lane				0.98		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				139	0		653	1019	0	0	391	
V/C Ratio(X)				0.35	0.00		0.59	0.18	0.00	0.00	0.81	
Avail Cap(c_a), veh/h				139	0		653	1019	0	0	391	
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				27.5	0.0	0.0	21.4	17.7	0.0	0.0	41.4	0.0
Incr Delay (d2), s/veh				6.8	0.0	0.0	3.9	0.4	0.0	0.0	16.4	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.2	0.0	0.0	7.4	3.4	0.0	0.0	10.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				34.3	0.0	0.0	25.3	18.1	0.0	0.0	57.8	0.0
LnGrp LOS				C			C	B			E	
Approach Vol, veh/h					49			568			316	
Approach Delay, s/veh					34.3			22.9			57.8	
Approach LOS					C			C			E	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	67.0			38.0		29.0	43.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	61.0			32.0		23.0	37.0					
Max Q Clear Time (g_c+I1), s	9.4			16.7		19.7	11.8					
Green Ext Time (p_c), s	1.2			1.1		0.6	0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh				35.3								
HCM 7th LOS				D								
Notes												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2025 Existing PM Peak



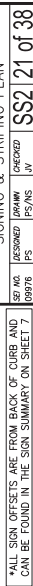
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↗	↕	
Traffic Volume (veh/h)	60	5	683	0	0	0	0	497	61	35	266	0
Future Volume (veh/h)	60	5	683	0	0	0	0	497	61	35	266	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1455	1604	1841				0	1870	1530	1144	1826	0
Adj Flow Rate, veh/h	66	5	751				0	552	68	37	283	0
Peak Hour Factor	0.91	0.91	0.91				0.90	0.90	0.90	0.94	0.94	0.94
Percent Heavy Veh, %	30	20	4				0	2	25	51	5	0
Cap, veh/h	635	48	695				0	578	401	155	813	0
Arrive On Green	0.45	0.45	0.45				0.00	0.31	0.31	0.03	0.15	0.00
Sat Flow, veh/h	1424	108	1560				0	1870	1296	1090	1826	0
Grp Volume(v), veh/h	71	0	751				0	552	68	37	283	0
Grp Sat Flow(s),veh/h/ln	1532	0	1560				0	1870	1296	1090	1826	0
Q Serve(g_s), s	3.0	0.0	49.0				0.0	31.8	4.2	0.0	15.3	0.0
Cycle Q Clear(g_c), s	3.0	0.0	49.0				0.0	31.8	4.2	0.0	15.3	0.0
Prop In Lane	0.93		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	683	0	695				0	578	401	155	813	0
V/C Ratio(X)	0.10	0.00	1.08				0.00	0.95	0.17	0.24	0.35	0.00
Avail Cap(c_a), veh/h	683	0	695				0	578	401	155	813	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.7	0.0	30.5				0.0	37.2	27.7	49.1	32.6	0.0
Incr Delay (d2), s/veh	0.3	0.0	58.0				0.0	27.8	0.9	3.6	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	27.4				0.0	18.9	1.4	1.2	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.0	0.0	88.5				0.0	65.0	28.6	52.7	33.7	0.0
LnGrp LOS	B		F					E	C	D	C	
Approach Vol, veh/h	822						620			320		
Approach Delay, s/veh	82.5						61.1			35.9		
Approach LOS	F						E			D		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	45.0	40.0	55.0		55.0							
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0							
Max Green Setting (Gmax), s	45.0	34.0	49.0		49.0							
Max Q Clear Time (g_c+I2), s	45.0	33.8	51.0		17.3							
Green Ext Time (p_c), s	0.0	0.1	0.0		1.9							
Intersection Summary												
HCM 7th Control Delay, s/veh			66.5									
HCM 7th LOS			E									

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	28	15	453	780	86
Future Vol, veh/h	60	28	15	453	780	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	88	88	97	97
Heavy Vehicles, %	32	2	2	2	2	40
Mvmt Flow	80	37	17	515	804	89
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1397	848	893	0	-	0
Stage 1	848	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.72	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.72	-	-	-	-	-
Critical Hdwy Stg 2	5.72	-	-	-	-	-
Follow-up Hdwy	3.788	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	134	361	760	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	129	361	760	-	-	-
Mov Cap-2 Maneuver	129	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	69.88	0.32		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	58	-	163	-	-	
HCM Lane V/C Ratio	0.022	-	0.721	-	-	
HCM Ctrl Dly (s/v)	9.8	0	69.9	-	-	
HCM Lane LOS	A	A	F	-	-	
HCM 95th %tile Q(veh)	0.1	-	4.4	-	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	6	2	445	801	12
Future Vol, veh/h	16	6	2	445	801	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	58	58	85	85	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	10	2	524	834	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1369	841	847	0	-	0
Stage 1	841	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	162	365	790	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	365	790	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	28.64	0.04		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	8	-	190	-	-	
HCM Lane V/C Ratio	0.003	-	0.2	-	-	
HCM Ctrl Dly (s/v)	9.6	0	28.6	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

APPENDIX E: SUNLAND GIN ROAD WIDENING PLANS





APPENDIX F: ARICA CONNECTOR TSWA EXCERPTS

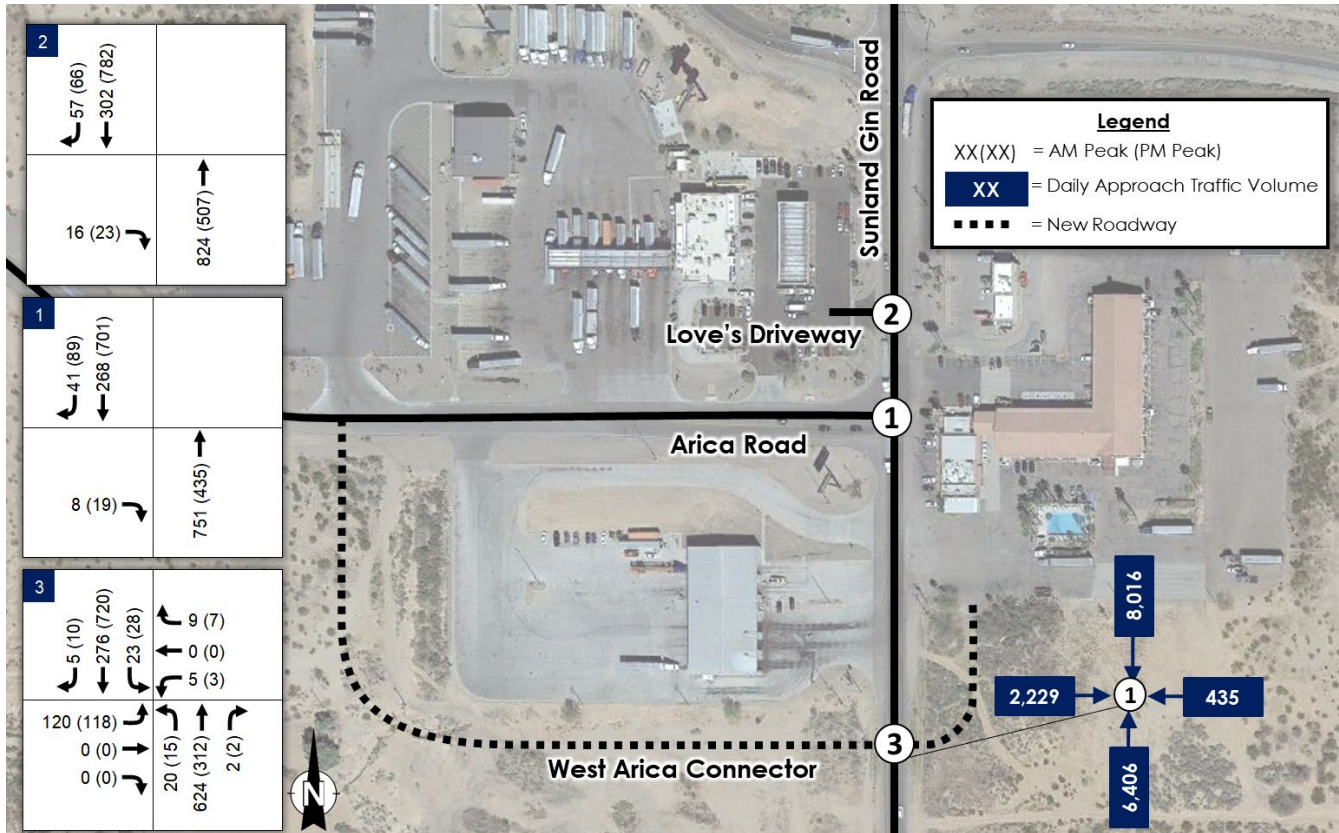


Figure 3: Modified Traffic Volumes

Updated Traffic Signal Warrant Analysis

The TSWA was updated to reflect the assumed traffic volumes at West Arica Connector/Sunland Gin Road after the proposed improvements are constructed. The analysis was conducted using the methodology detailed in **Appendix B**. The results of the updated analysis are summarized in **Table 2** and provided in **Appendix E**.

Table 2: Updated Traffic Signal Warrant Analysis Results

Intersection	Criteria	Modified Volumes - With West Arica Connector					Traffic Signal Warrant Satisfied?
		Warrant #1A	Warrant #1B	Combo A and B	Warrant #2		
3 West Arica Connector and Sunland Gin Road							
	Verdict	Yes	Yes	Yes	Yes		Yes
	Hours Met	10	14	14 16	13		

APPENDIX G: SITE PLAN

PRELIMINARY GRADING & DRAINAGE PLAN ELOY 310

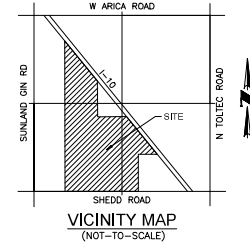
S OF I-10 AND NEC OF SUNLAND GIN RD, ELOY, AZ 85193
A PORTION OF LAND LOCATED IN SECTION 19 AND 20, TOWNSHIP 7 SOUTH, RANGE 7 EAST, OF THE GILA AND SALT RIVER
MERIDIAN, PINAL COUNTY, ARIZONA

OWNER
TES FARMS
314 E ROVEY AVENUE
PHOENIX, ARIZONA 85012

DEVELOPER
RMG REAL ESTATE SERVICES III, LLC
8800 N. GAINY CENTER DRIVE, SUITE 255
SCOTTSDALE, ARIZONA 85258
PHONE: (602) 679-4438
CONTACT: ANDREA SEPULVEDA
EMAIL: SHELBY@ZENINVESTING.COM

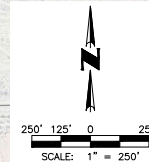
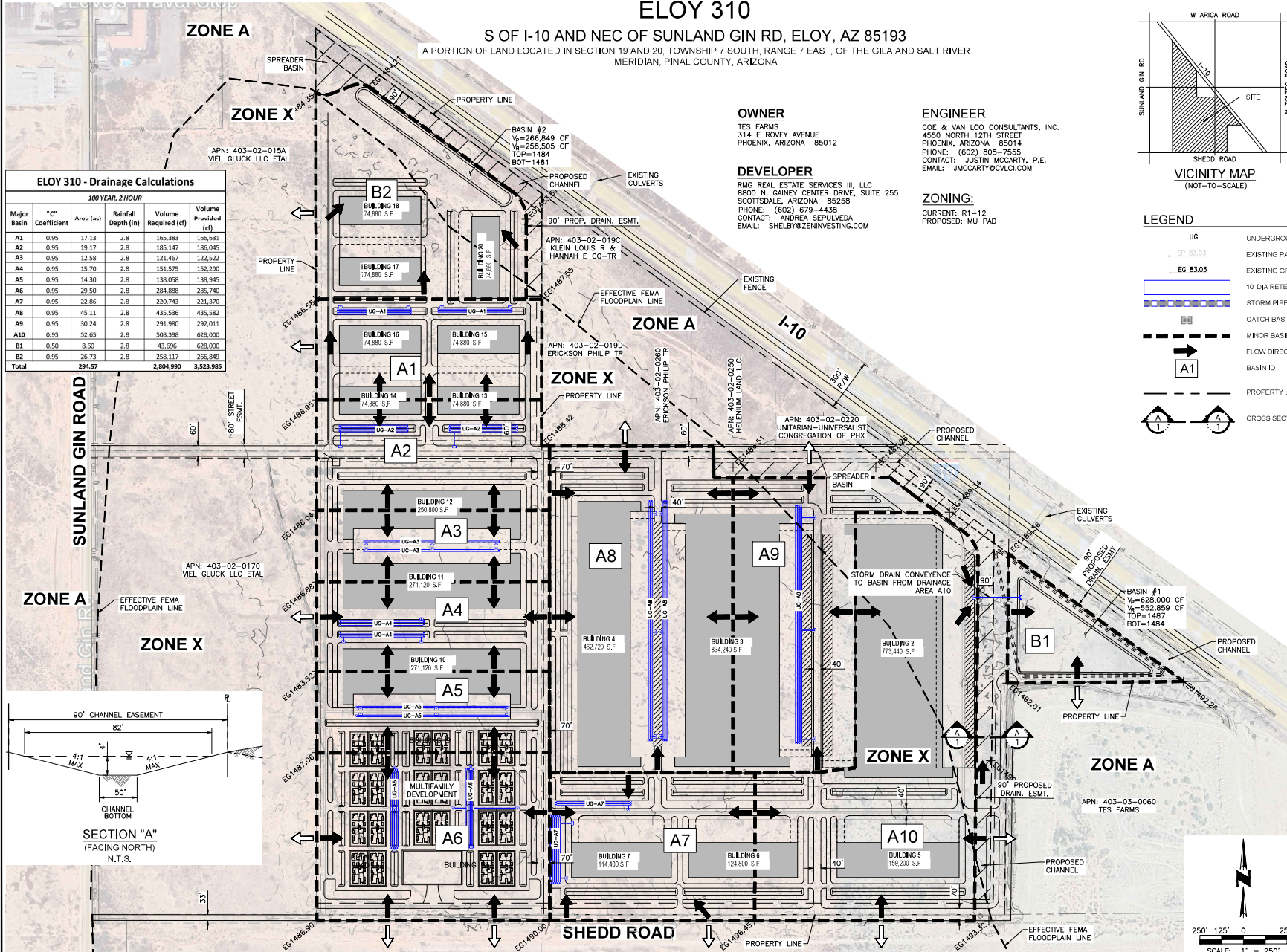
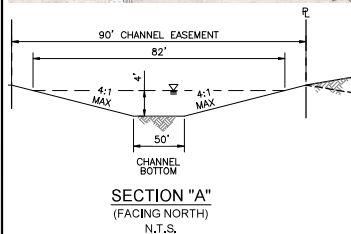
ENGINEER
COE & VAN LOO CONSULTANTS, INC.
4550 NORTH 12TH STREET
PHOENIX, ARIZONA 85014
PHONE: (602) 805-7555
CONTACT: JUSTIN MCCARTY, P.E.
EMAIL: JMCARTY@CVLCL.COM

ZONING:
CURRENT: R1-12
PROPOSED: MU PAD



LEGEND	
UG	UNDERGROUND STORAGE
EP 83.03	EXISTING PAVEMENT ELEVATION
EG 83.03	EXISTING GRADE ELEVATION
10' DIA RETENTION TANK	
STORM PIPE	
CATCH BASIN	
MINOR BASIN DIVIDE	
FLOW DIRECTION	
BASIN ID	
PROPERTY LINE	
CROSS SECTION	

ELOY 310 - Drainage Calculations					
100 YEAR, 2 HOUR					
Major Basin	"C" Coefficient	Area (ac)	Rainfall Depth (in)	Volume Required (cf)	Volume Provided (cf)
A1	0.95	17.13	2.8	185,383	186,531
A2	0.95	19.17	2.8	195,147	196,045
A3	0.95	12.58	2.8	121,467	122,522
A4	0.95	15.70	2.8	151,575	152,200
A5	0.95	14.30	2.8	138,058	138,945
A6	0.95	29.50	2.8	284,888	285,740
A7	0.95	22.86	2.8	220,743	221,370
A8	0.95	45.11	2.8	435,536	435,582
A9	0.95	30.24	2.8	291,980	292,011
A10	0.95	52.65	2.8	506,398	628,000
B1	0.50	8.60	2.8	43,696	628,000
B2	0.95	26.73	2.8	256,117	266,849
Total		294.57		2,805,990	3,523,985



4550 North 12th Street
Phoenix, Arizona 85014
602-264-6831
www.cvlcl.com

DATE: _____

REVISION: _____

NO. _____

PRELIMINARY
GRADING & DRAINAGE PLAN
ELOY 310
ELOY, ARIZONA

Civil Contact: J. MCCARTY
Civil Project #: 01/04/16601

PLAN SHEET
SHEET
1 OF 1

APPENDIX H: TRIP GENERATION WORKSHEETS

Warehousing

(150)

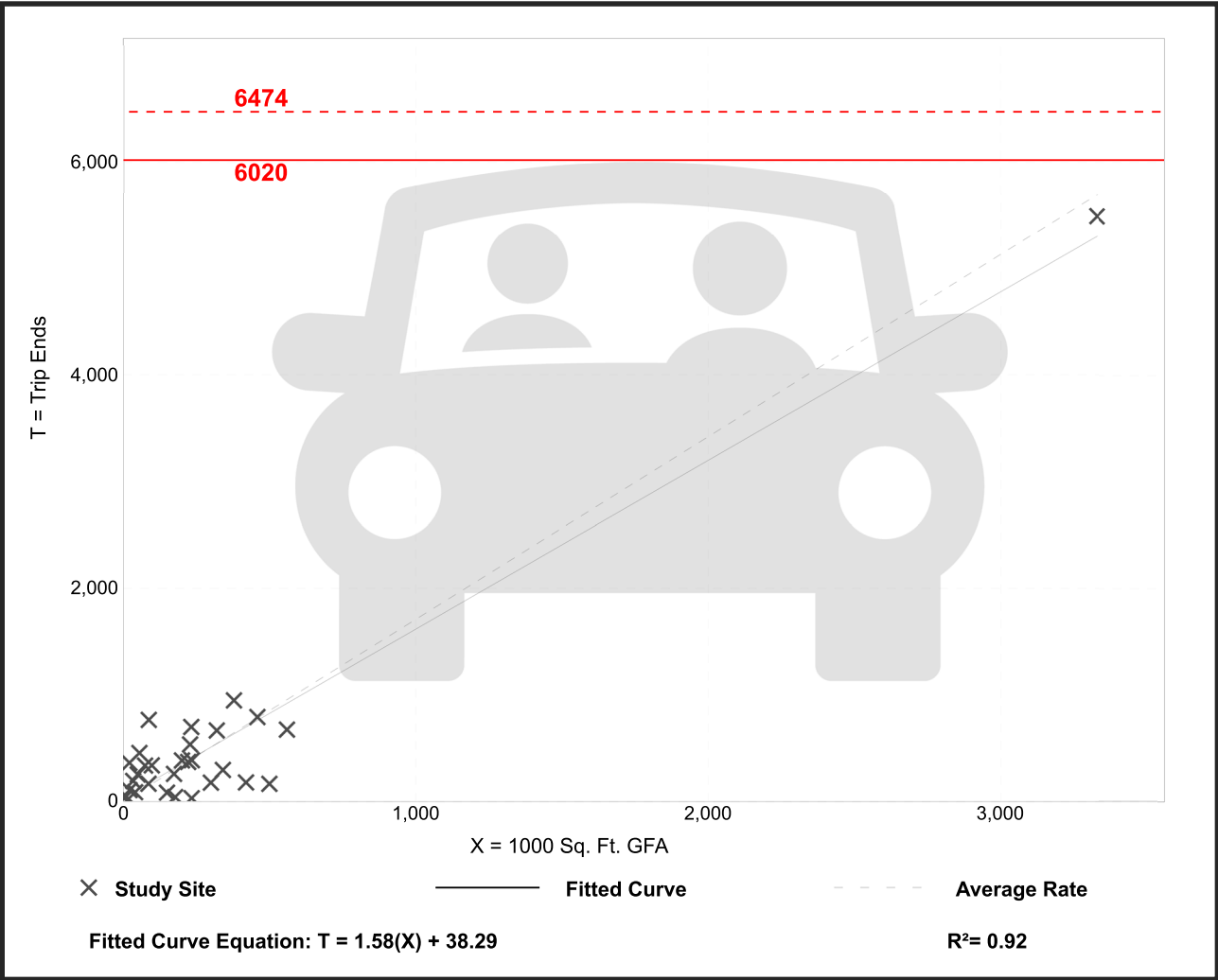
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location:	General Urban/Suburban
Number of Studies:	12
Avg. 1000 Sq. Ft. GFA:	115
Directional Distribution:	50% entering, 50% exiting

Average Rate	Range of Rates	Standard Deviation
0.60	0.00 - 6.66	0.86

T = Trip Ends

X = 1000 Sq. Ft. GFA

Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: $T = 0.54(X) + 7.47$

$R^2 = 0.61$

2052

2272

Warehousing

(150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 36

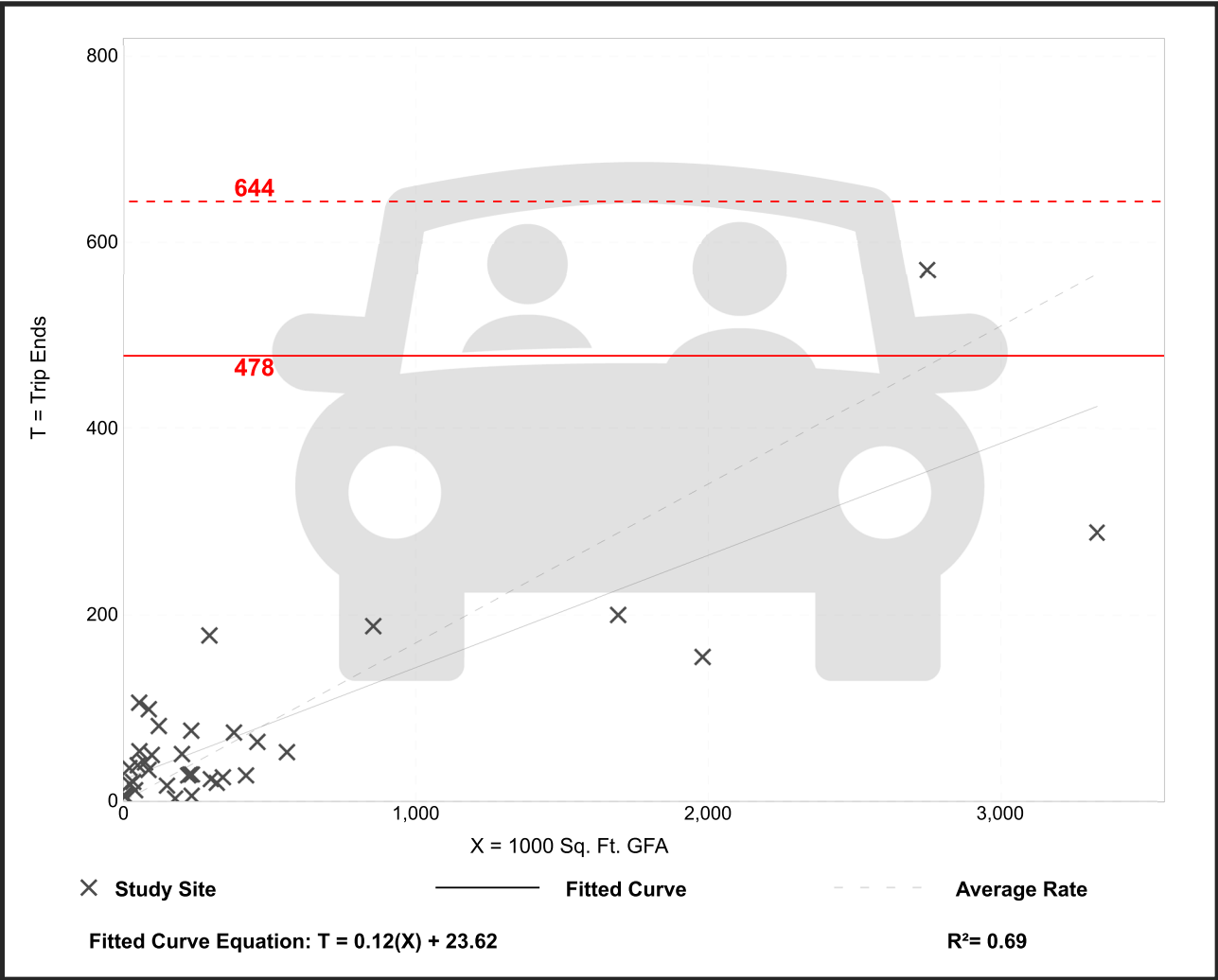
Avg. 1000 Sq. Ft. GFA: 448

Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Warehousing

(150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

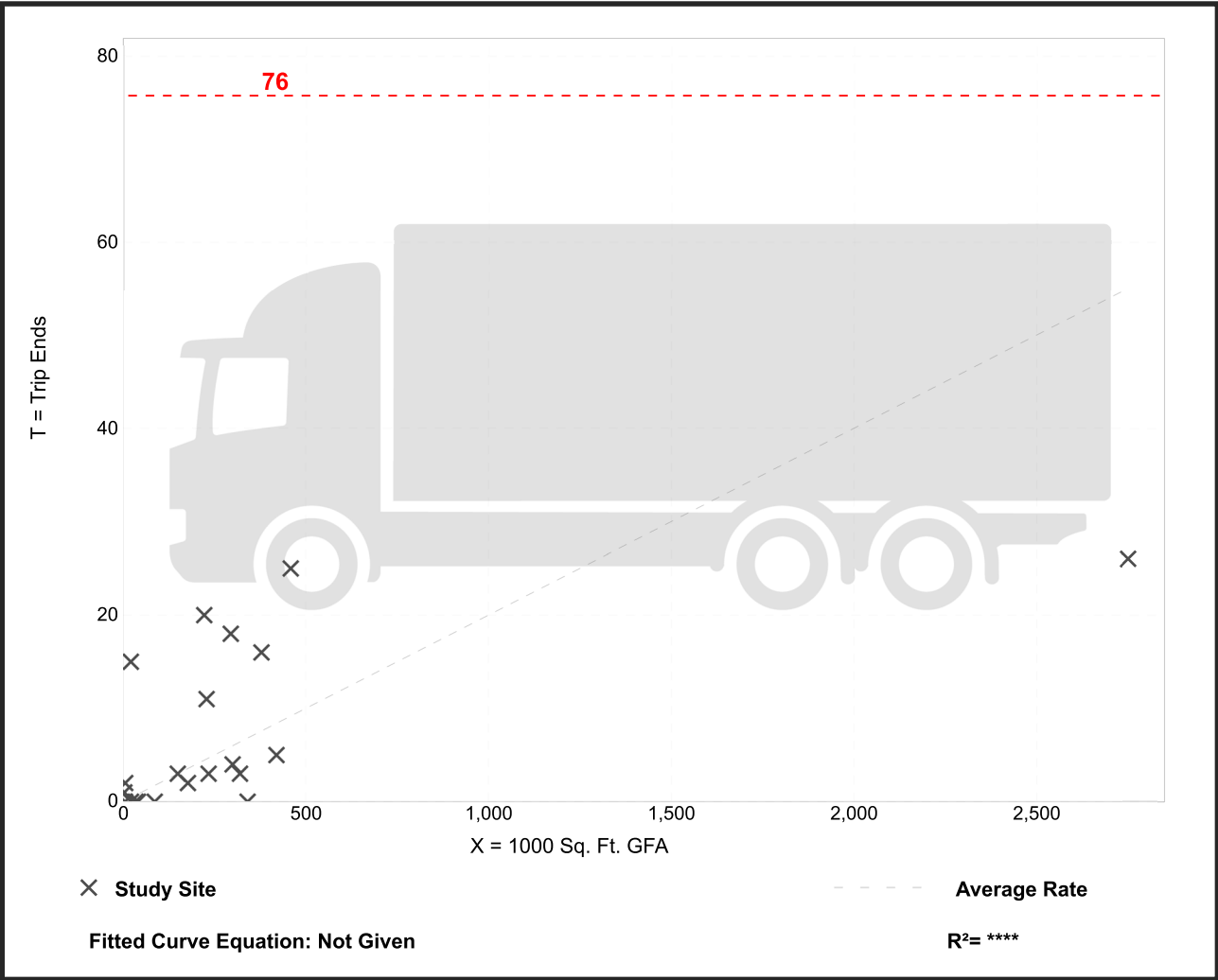
Avg. 1000 Sq. Ft. GFA: 309

Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.69	0.05

Data Plot and Equation



Warehousing

(150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

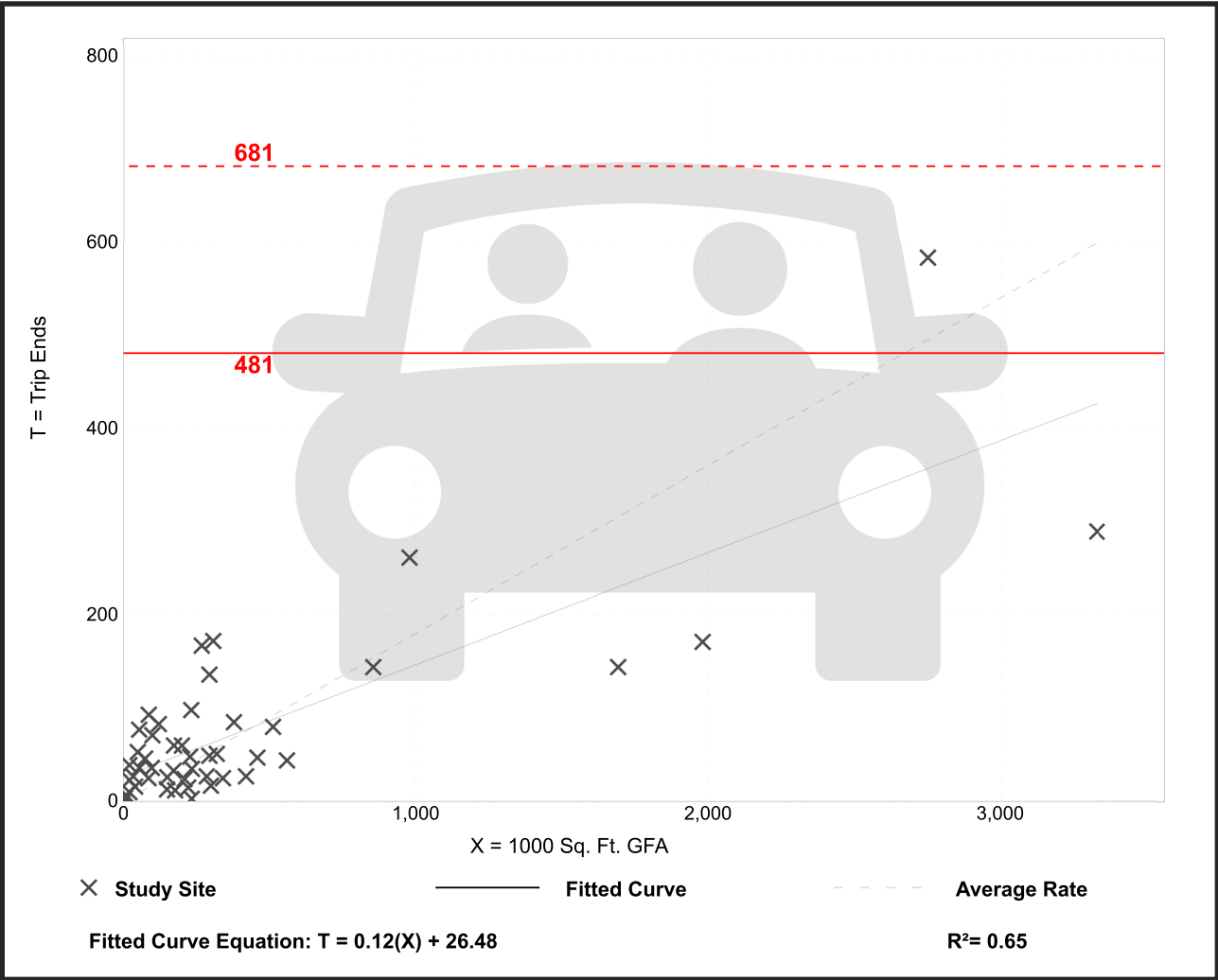
Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Warehousing

(150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 23

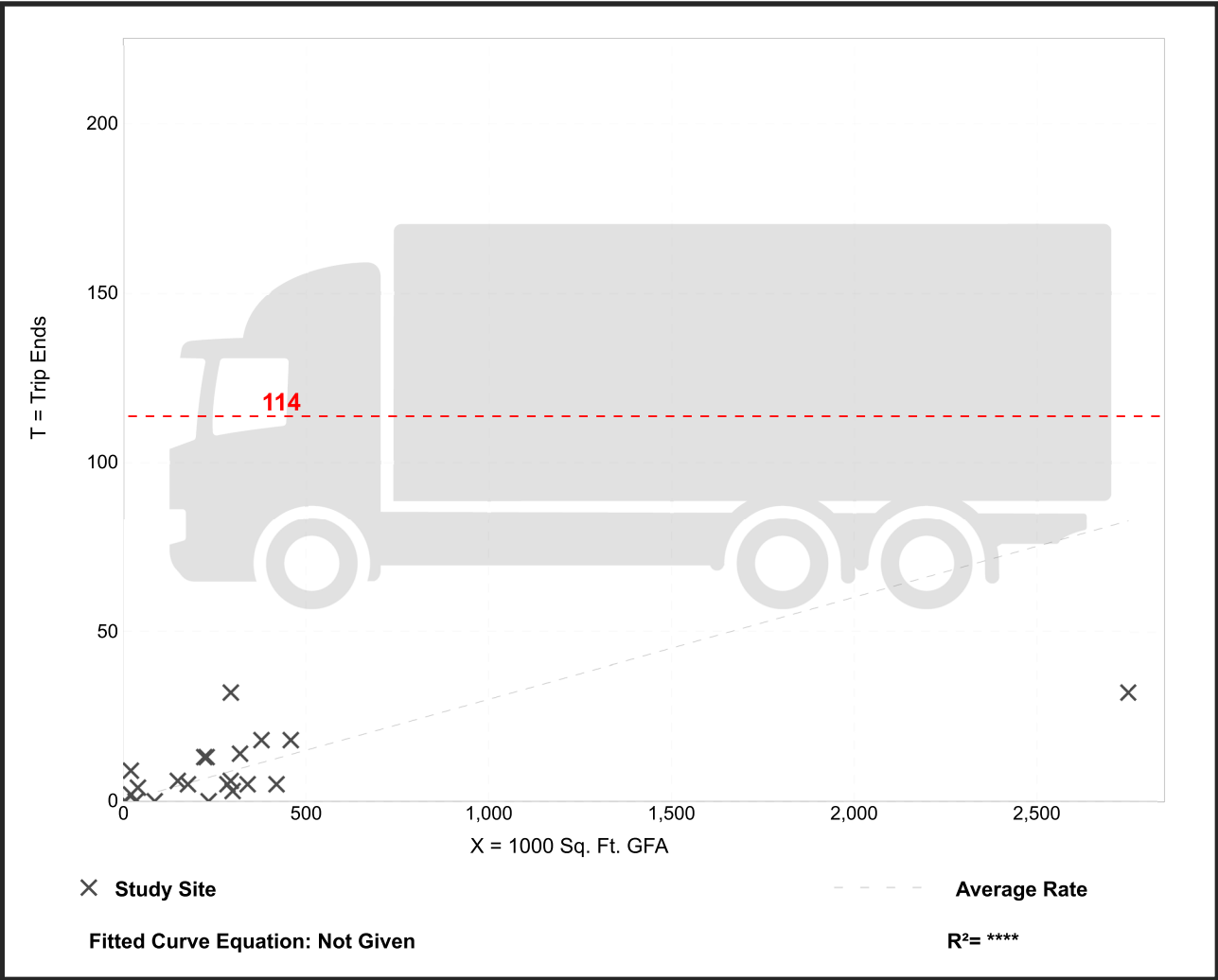
Avg. 1000 Sq. Ft. GFA: 308

Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.42	0.03

Data Plot and Equation



Multifamily Housing (Low-Rise)

Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

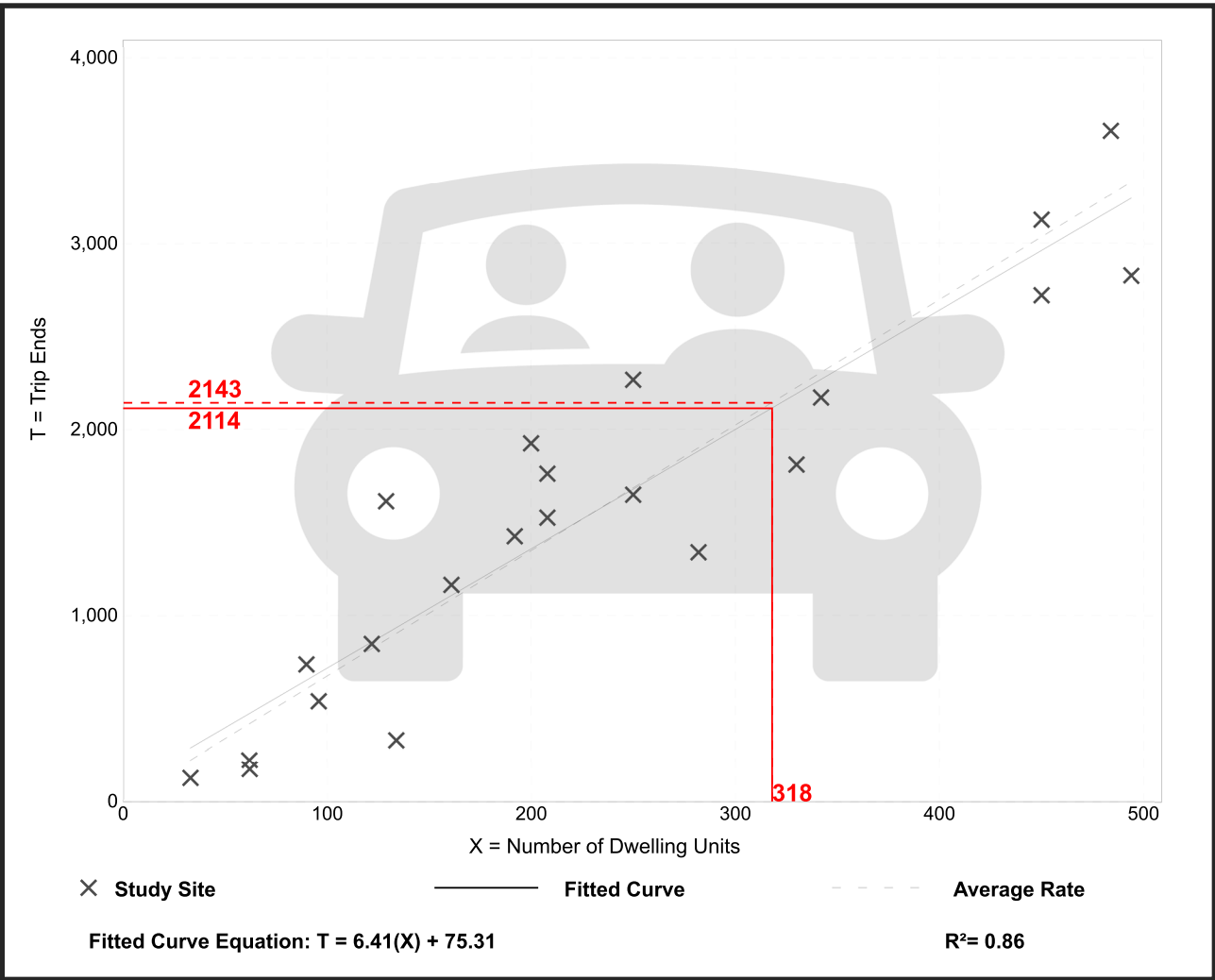
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise)

Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

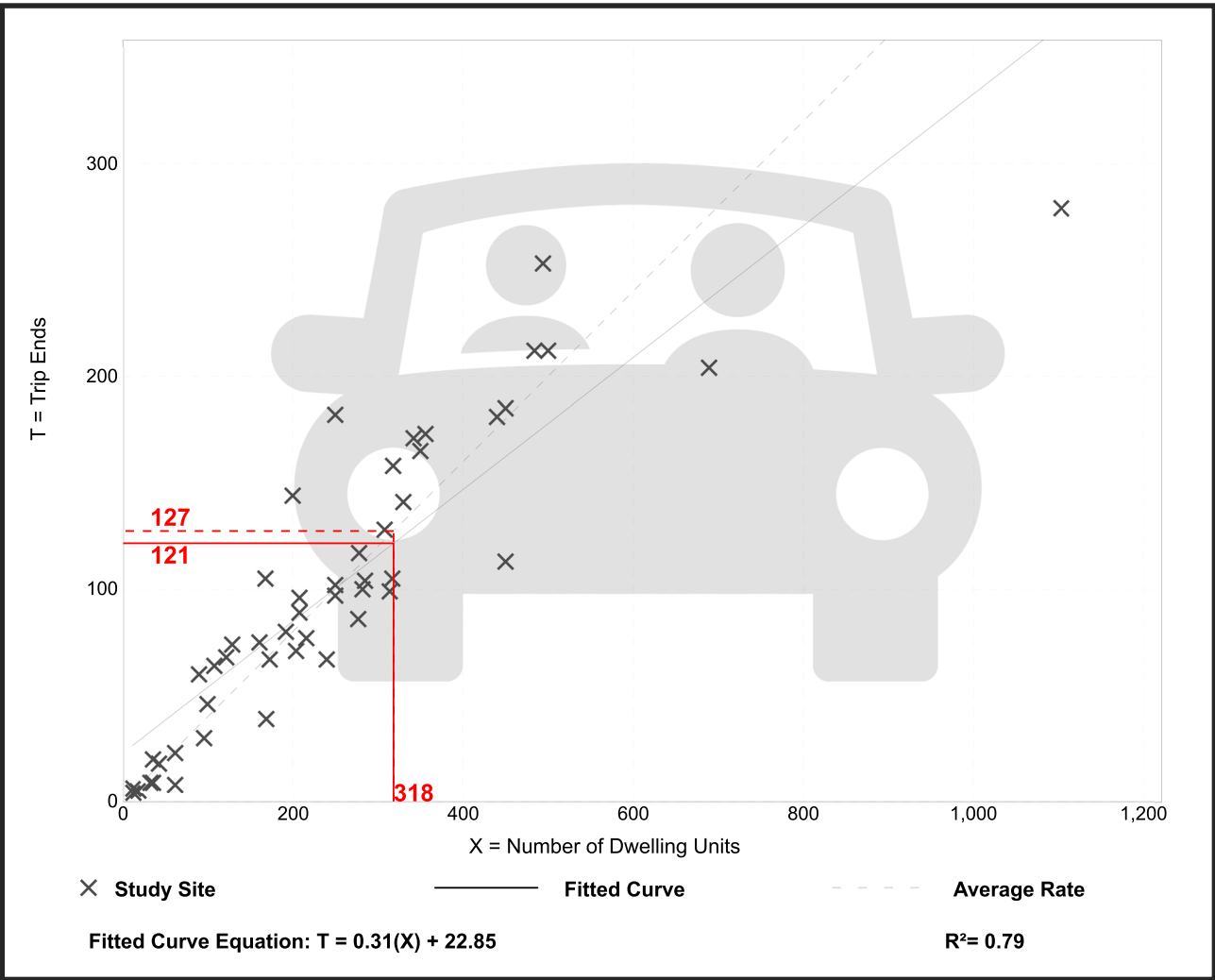
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise)

Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

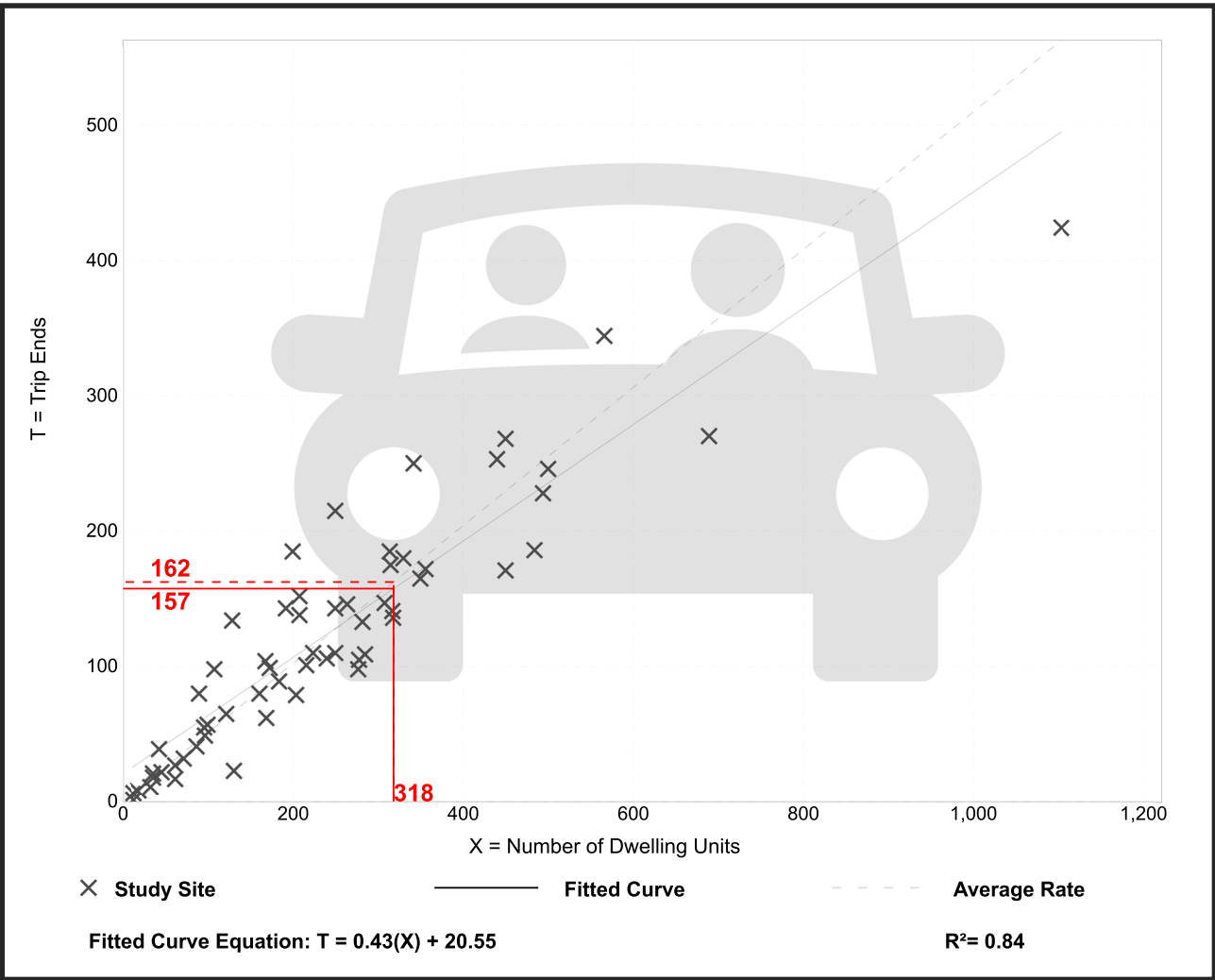
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



APPENDIX I: 2027 BACKGROUND AND TOTAL LOS

2027 BACKGROUND LOS

HCM 7th Signalized Intersection Summary

2027 Background AM Peak

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	26	4	45	623	261	0	0	132	147
Future Volume (veh/h)	0	0	0	26	4	45	623	261	0	0	132	147
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1437	1205	1236	1914	1884	0	0	1760	1483
Adj Flow Rate, veh/h				32	5	0	692	307	0	0	155	0
Peak Hour Factor				0.80	0.80	0.80	0.90	0.85	0.80	0.80	0.85	0.85
Percent Heavy Veh, %				35	50	48	4	6	0	0	14	32
Cap, veh/h				241	38		958	2356	0	0	999	
Arrive On Green				0.24	0.24	0.00	0.52	1.00	0.00	0.00	0.30	0.00
Sat Flow, veh/h				999	156	1048	1823	3673	0	0	3432	1257
Grp Volume(v), veh/h				37	0	0	692	307	0	0	155	0
Grp Sat Flow(s),veh/h/ln				1155	0	1048	1823	1789	0	0	1672	1257
Q Serve(g_s), s				3.0	0.0	0.0	32.6	0.0	0.0	0.0	4.1	0.0
Cycle Q Clear(g_c), s				3.0	0.0	0.0	32.6	0.0	0.0	0.0	4.1	0.0
Prop In Lane				0.86		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				279	0		958	2356	0	0	999	
V/C Ratio(X)				0.13	0.00		0.72	0.13	0.00	0.00	0.16	
Avail Cap(c_a), veh/h				279	0		1214	2356	0	0	999	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.94	0.94	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				35.6	0.0	0.0	10.4	0.0	0.0	0.0	30.9	0.0
Incr Delay (d2), s/veh				1.0	0.0	0.0	1.5	0.1	0.0	0.0	0.3	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				1.6	0.0	0.0	13.1	0.1	0.0	0.0	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				36.6	0.0	0.0	11.8	0.1	0.0	0.0	31.3	0.0
LnGrp LOS				D			B	A			C	
Approach Vol, veh/h					37			999			155	
Approach Delay, s/veh					36.6			8.2			31.3	
Approach LOS					D			A			C	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	85.0			43.1		41.9	35.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	79.0			54.0		19.0	29.0					
Max Q Clear Time (g_c+I1), s	2.0			34.6		6.1	5.0					
Green Ext Time (p_c), s	2.4			2.5		0.7	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	12.1											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

2027 Background AM Peak

2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↖	↕	
Traffic Volume (veh/h)	38	2	302	0	0	0	0	851	82	30	127	0
Future Volume (veh/h)	38	2	302	0	0	0	0	851	82	30	127	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1411	1159	1781				0	1856	1322	1055	1811	0
Adj Flow Rate, veh/h	48	2	336				0	946	96	38	149	0
Peak Hour Factor	0.80	0.80	0.90				0.80	0.90	0.85	0.80	0.85	0.80
Percent Heavy Veh, %	33	50	8				0	3	39	57	6	0
Cap, veh/h	259	11	368				0	1410	448	349	2258	0
Arrive On Green	0.24	0.24	0.24				0.00	0.80	0.80	0.41	1.00	0.00
Sat Flow, veh/h	1062	44	1510				0	3618	1120	1005	3532	0
Grp Volume(v), veh/h	50	0	336				0	946	96	38	149	0
Grp Sat Flow(s),veh/h/ln	1106	0	1510				0	1763	1120	1005	1721	0
Q Serve(g_s), s	4.3	0.0	26.0				0.0	13.9	2.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	26.0				0.0	13.9	2.5	0.0	0.0	0.0
Prop In Lane	0.96		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	270	0	368				0	1410	448	349	2258	0
V/C Ratio(X)	0.19	0.00	0.91				0.00	0.67	0.21	0.11	0.07	0.00
Avail Cap(c_a), veh/h	452	0	616				0	1410	448	349	2258	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.77	0.77	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.9	0.0	44.1				0.0	8.6	7.4	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	11.3				0.0	2.0	0.8	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.0	15.6				0.0	6.0	1.2	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.3	0.0	55.5				0.0	10.6	8.3	13.7	0.1	0.0
LnGrp LOS	D		E					B	A	B	A	
Approach Vol, veh/h	386						1042			187		
Approach Delay, s/veh	53.0						10.4			2.8		
Approach LOS	D						B			A		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	30.7	54.0	35.3		84.7							
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0							
Max Green Setting (Gmax), s	5.0	48.0	49.0		59.0							
Max Q Clear Time (g_c+I2, s)	12.0	15.9	28.0		2.0							
Green Ext Time (p_c), s	0.0	9.0	1.3		1.1							
Intersection Summary												
HCM 7th Control Delay, s/veh			19.7									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Summary 3: Sunland Gin Rd & W Arica Conn.

2027 Background AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	0	16	5	0	9	11	805	2	24	314	56
Future Volume (veh/h)	130	0	16	5	0	9	11	805	2	24	314	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1070	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1307
Adj Flow Rate, veh/h	153	0	20	6	0	11	14	894	2	30	349	70
Peak Hour Factor	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.80	0.80	0.90	0.80
Percent Heavy Veh, %	56	2	2	2	2	2	2	2	2	2	2	40
Cap, veh/h	248	0	396	181	0	225	415	1093	2	465	1379	274
Arrive On Green	0.15	0.00	0.25	0.04	0.00	0.14	0.04	0.30	0.30	0.42	0.93	0.93
Sat Flow, veh/h	1019	0	1585	1781	0	1585	1781	3638	8	1781	2955	586
Grp Volume(v), veh/h	153	0	20	6	0	11	14	437	459	30	208	211
Grp Sat Flow(s),veh/h/ln	1019	0	1585	1781	0	1585	1781	1777	1869	1781	1777	1765
Q Serve(g_s), s	16.6	0.0	1.2	0.0	0.0	0.7	0.0	27.3	27.3	0.0	1.2	1.3
Cycle Q Clear(g_c), s	16.6	0.0	1.2	0.0	0.0	0.7	0.0	27.3	27.3	0.0	1.2	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.33
Lane Grp Cap(c), veh/h	248	0	396	181	0	225	415	534	562	465	829	824
V/C Ratio(X)	0.62	0.00	0.05	0.03	0.00	0.05	0.03	0.82	0.82	0.06	0.25	0.26
Avail Cap(c_a), veh/h	248	0	396	181	0	225	415	829	872	465	829	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	43.4	0.0	34.2	51.6	0.0	44.5	27.2	38.9	38.9	24.9	2.2	2.2
Incr Delay (d2), s/veh	4.5	0.0	0.2	0.1	0.0	0.4	0.0	13.0	12.5	0.0	0.6	0.6
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 BackOfQ(95%),veh/ln	8.0	0.0	0.9	0.3	0.0	0.6	0.5	20.0	20.8	0.9	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.9	0.0	34.4	51.6	0.0	44.9	27.2	51.9	51.4	24.9	2.8	2.8
LnGrp LOS	D		C	D		D	C	D	D	C	A	A
Approach Vol, veh/h	173			17			910			449		
Approach Delay, s/veh	46.3			47.3			51.3			4.3		
Approach LOS	D			D			D			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	23.0	30.9	42.1	11.0	36.0	11.0	62.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	18.0	17.0	5.0	56.0	5.0	30.0	5.0	56.0				
Max Q Clear Time (g_c+1.0), s	18.0	2.7	2.0	29.3	2.0	3.2	2.0	3.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	6.7	0.0	0.1	0.0	3.0				

Intersection Summary

HCM 7th Control Delay, s/veh	37.1
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
4: Sunland Gin Rd & Mountain View Ave

2027 Background AM Peak

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	3	769	323	4
Future Vol, veh/h	0	2	3	769	323	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	90	90	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	4	854	359	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1221	359	364	0	-	0
Stage 1	359	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	199	685	1195	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	197	685	1195	-	-	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.27	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	685	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Ctrl Dly (s/v)	8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 7th TWSC
5: Sunland Gin Rd & Access A

2027 Background AM Peak

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	772	0	0	325
Future Vol, veh/h	0	0	772	0	0	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	80	80	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	858	0	0	361

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1219	858	0
Stage 1	858	-	-
Stage 2	361	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	199	357	-
Stage 1	415	-	-
Stage 2	705	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	199	357	-
Mov Cap-2 Maneuver	199	-	-
Stage 1	415	-	-
Stage 2	705	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	783
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	35	737	5	35	290
Future Vol, veh/h	5	35	737	5	35	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	80	80	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	44	819	6	44	341
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1251	822	0	0	825	0
Stage 1	822	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	191	374	-	-	805	-
Stage 1	432	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	178	374	-	-	805	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	17.91	0		1.11		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	329	205	-	
HCM Lane V/C Ratio	-	-	0.152	0.054	-	
HCM Ctrl Dly (s/v)	-	-	17.9	9.7	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	30	10	0	30	0	10	0	0	0	0	0
Future Vol, veh/h	0	30	10	0	30	0	10	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	13	0	38	0	13	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	50	0	0	81	81	44	75	88	38
Stage 1	-	-	-	-	-	-	44	44	-	38	38	-
Stage 2	-	-	-	-	-	-	38	38	-	38	50	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1573	-	-	1557	-	-	906	809	1026	915	803	1035
Stage 1	-	-	-	-	-	-	970	858	-	978	864	-
Stage 2	-	-	-	-	-	-	978	864	-	978	853	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1573	-	-	1557	-	-	906	809	1026	915	803	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	809	-	915	803	-
Stage 1	-	-	-	-	-	-	970	858	-	978	864	-
Stage 2	-	-	-	-	-	-	978	864	-	978	853	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			9.03			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	906	1573	-	-	1557	-	-	-				
HCM Lane V/C Ratio	0.014	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	9	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	20	0	10	0	20	0	0	0	0	0
Future Vol, veh/h	0	10	20	0	10	0	20	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	25	0	13	0	25	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	38	0	0	38	38	25	25	50	13
Stage 1	-	-	-	-	-	-	25	25	-	13	13	-
Stage 2	-	-	-	-	-	-	13	13	-	13	38	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1606	-	-	1573	-	-	968	855	1051	986	841	1068
Stage 1	-	-	-	-	-	-	993	874	-	1008	885	-
Stage 2	-	-	-	-	-	-	1008	885	-	1008	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1606	-	-	1573	-	-	968	855	1051	986	841	1068
Mov Cap-2 Maneuver	-	-	-	-	-	-	968	855	-	986	841	-
Stage 1	-	-	-	-	-	-	993	874	-	1008	885	-
Stage 2	-	-	-	-	-	-	1008	885	-	1008	864	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.82			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	968	1606	-	-	1573	-	-	-				
HCM Lane V/C Ratio	0.026	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	8.8	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	13	0	-	0	25	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1606	-	-	-	991	1068
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1606	-	-	-	991	1068
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1010	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1606	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	13	0	0 25 13
Stage 1	-	-	- 13 -
Stage 2	-	-	- 13 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1606	-	- 991 1068
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 1010 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1606	-	- 991 1068
Mov Cap-2 Maneuver	-	-	- 991 -
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 1010 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1606	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	6.4	7.2	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	10	0
LT Vol	10	0	0
Through Vol	0	0	0
RT Vol	0	10	0
Lane Flow Rate	13	13	0
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.012	0
Departure Headway (Hd)	4.156	3.356	3.965
Convergence, Y/N	Yes	Yes	Yes
Cap	866	1071	0
Service Time	2.158	1.361	1.969
HCM Lane V/C Ratio	0.015	0.012	0
HCM Control Delay, s/veh	7.2	6.4	7
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

HCM 7th Signalized Intersection Summary

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

2027 Background PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	46	1	50	430	190	0	0	286	70
Future Volume (veh/h)	0	0	0	46	1	50	430	190	0	0	286	70
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1652	435	1236	1930	1837	0	0	1868	1514
Adj Flow Rate, veh/h				58	1	0	478	224	0	0	336	0
Peak Hour Factor				0.80	0.80	0.80	0.90	0.85	0.80	0.80	0.85	0.80
Percent Heavy Veh, %				21	100	48	3	9	0	0	7	30
Cap, veh/h				590	0		673	1833	0	0	710	
Arrive On Green				0.38	0.38	0.00	0.46	0.88	0.00	0.00	0.20	0.00
Sat Flow, veh/h				1574	0	1048	1838	3583	0	0	3643	1283
Grp Volume(v), veh/h				58	0	0	478	224	0	0	336	0
Grp Sat Flow(s),veh/h/ln				1574	0	1048	1838	1745	0	0	1775	1283
Q Serve(g_s), s				2.9	0.0	0.0	10.5	1.1	0.0	0.0	10.0	0.0
Cycle Q Clear(g_c), s				2.9	0.0	0.0	10.5	1.1	0.0	0.0	10.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				590	0		673	1833	0	0	710	
V/C Ratio(X)				0.10	0.00		0.71	0.12	0.00	0.00	0.47	
Avail Cap(c_a), veh/h				590	0		673	1833	0	0	710	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.69	0.69	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				24.3	0.0	0.0	23.2	3.6	0.0	0.0	42.4	0.0
Incr Delay (d2), s/veh				0.3	0.0	0.0	2.4	0.1	0.0	0.0	2.3	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				1.9	0.0	0.0	12.0	0.7	0.0	0.0	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				24.7	0.0	0.0	25.6	3.7	0.0	0.0	44.7	0.0
LnGrp LOS				C			C	A			D	
Approach Vol, veh/h					58			702			336	
Approach Delay, s/veh					24.7			18.6			44.7	
Approach LOS					C			B			D	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	69.0			39.0		30.0	51.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	63.0			33.0		24.0	45.0					
Max Q Clear Time (g_c+I1), s	3.1			12.5		12.0	4.9					
Green Ext Time (p_c), s	1.7			1.6		1.7	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh				26.9								
HCM 7th LOS				C								
Notes												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary 2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2027 Background PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	65	5	776	0	0	0	0	572	72	37	284	0
Future Volume (veh/h)	65	5	776	0	0	0	0	572	72	37	284	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1455	1604	1841				0	1870	1530	1144	1826	0
Adj Flow Rate, veh/h	81	6	862				0	636	90	46	334	0
Peak Hour Factor	0.80	0.80	0.90				0.80	0.90	0.80	0.80	0.85	0.80
Percent Heavy Veh, %	30	20	4				0	2	25	51	5	0
Cap, veh/h	642	48	702				0	768	280	279	1561	0
Arrive On Green	0.45	0.45	0.45				0.00	0.43	0.43	0.06	0.15	0.00
Sat Flow, veh/h	1427	106	1560				0	3647	1296	1090	3561	0
Grp Volume(v), veh/h	87	0	862				0	636	90	46	334	0
Grp Sat Flow(s),veh/h/ln	1532	0	1560				0	1777	1296	1090	1735	0
Q Serve(g_s), s	4.0	0.0	54.0				0.0	19.0	5.5	0.0	10.2	0.0
Cycle Q Clear(g_c), s	4.0	0.0	54.0				0.0	19.0	5.5	0.0	10.2	0.0
Prop In Lane	0.93		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	690	0	702				0	768	280	279	1561	0
V/C Ratio(X)	0.13	0.00	1.23				0.00	0.83	0.32	0.17	0.21	0.00
Avail Cap(c_a), veh/h	690	0	702				0	1244	454	279	1561	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.97	0.97	0.91	0.91	0.00
Uniform Delay (d), s/veh	19.2	0.0	33.0				0.0	32.1	28.3	45.0	32.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	114.9				0.0	9.7	2.9	1.2	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.0	58.9				0.0	12.3	3.3	2.5	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	0.0	147.9				0.0	41.8	31.2	46.2	32.7	0.0
LnGrp LOS	B		F					D	C	D	C	
Approach Vol, veh/h	949						726			380		
Approach Delay, s/veh	136.1						40.5			34.3		
Approach LOS	F						D			C		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	28.1	31.9	60.0		60.0							
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0							
Max Green Setting (Gmax), s	42.0	42.0	54.0		54.0							
Max Q Clear Time (g_c+I2, s)	21.0	21.0	56.0		12.2							
Green Ext Time (p_c), s	0.0	4.9	0.0		2.6							
Intersection Summary												
HCM 7th Control Delay, s/veh			83.5									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary 3: Sunland Gin Rd & W Arica Conn.

2027 Background PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	30	3	0	7	16	530	2	28	888	95
Future Volume (veh/h)	82	0	30	3	0	7	16	530	2	28	888	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1070	1870	1900	1870	1870	1870	1900	1885	1870	1870	1870	1307
Adj Flow Rate, veh/h	96	0	38	4	0	9	20	589	2	35	987	112
Peak Hour Factor	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.80	0.80	0.90	0.85
Percent Heavy Veh, %	56	2	0	2	2	2	0	1	2	2	2	40
Cap, veh/h	177	0	185	209	0	159	347	2014	7	625	2058	233
Arrive On Green	0.04	0.00	0.12	0.02	0.00	0.10	0.02	0.55	0.55	0.22	1.00	1.00
Sat Flow, veh/h	1019	0	1585	1781	0	1585	1810	3661	12	1781	3217	365
Grp Volume(v), veh/h	96	0	38	4	0	9	20	288	303	35	545	554
Grp Sat Flow(s),veh/h/ln	1019	0	1585	1781	0	1585	1810	1791	1883	1781	1777	1805
Q Serve(g_s), s	0.0	0.0	2.6	0.0	0.0	0.6	0.6	10.4	10.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.6	0.0	0.0	0.6	0.6	10.4	10.4	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.20
Lane Grp Cap(c), veh/h	177	0	185	209	0	159	347	985	1036	625	1137	1155
V/C Ratio(X)	0.54	0.00	0.21	0.02	0.00	0.06	0.06	0.29	0.29	0.06	0.48	0.48
Avail Cap(c_a), veh/h	247	0	185	331	0	159	385	985	1036	625	1137	1155
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.57	0.57	0.57
Uniform Delay (d), s/veh	50.8	0.0	48.0	48.6	0.0	48.9	14.2	14.5	14.5	10.7	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	2.5	0.0	0.0	0.7	0.1	0.8	0.7	0.0	0.8	0.8
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 BackOfQ(95%),veh/ln	5.3	0.0	2.1	0.2	0.0	0.5	0.5	7.9	8.2	0.7	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.3	0.0	50.5	48.6	0.0	49.6	14.3	15.2	15.2	10.7	0.8	0.8
LnGrp LOS	D		D	D		D	B	B	B	B	A	A
Approach Vol, veh/h	134			13			611			1134		
Approach Delay, s/veh	52.5			49.3			15.2			1.1		
Approach LOS	D			D			B			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	18.0	19.2	72.0	8.8	20.0	8.4	82.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.0	12.0	5.0	66.0	11.0	14.0	5.0	66.0				
Max Q Clear Time (g_c+I2), s	12.0	2.6	2.0	12.4	2.0	4.6	2.6	2.0				
Green Ext Time (p_c), s	0.2	0.0	0.0	4.3	0.0	0.1	0.0	10.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.6									
HCM 7th LOS			A									

HCM 7th TWSC
4: Sunland Gin Rd & Mountain View Ave

2027 Background PM Peak

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	2	522	910	13
Future Vol, veh/h	0	6	2	522	910	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	90	90	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	8	3	580	1011	16

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1596	1011	1027	0	-	0
Stage 1	1011	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	117	291	676	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	117	291	676	-	-	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	557	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.71	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	291	-	-
HCM Lane V/C Ratio	0.004	-	0.026	-	-
HCM Ctrl Dly (s/v)	10.3	0	17.7	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	524	0	0	917
Future Vol, veh/h	0	0	524	0	0	917
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	80	80	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	582	0	0	1019
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1601	582	0	0	582	0
Stage 1	582	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	116	513	-	-	992	-
Stage 1	559	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	116	513	-	-	992	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	992	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	5	35	489	5	35	882
Future Vol, veh/h	5	35	489	5	35	882
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	80	80	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	44	543	6	44	980
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1614	546	0	0	550	0
Stage 1	546	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	537	-	-	1020	-
Stage 1	580	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	104	537	-	-	1020	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	16.88	0	0.37			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	353	77	-	
HCM Lane V/C Ratio	-	-	0.142	0.043	-	
HCM Ctrl Dly (s/v)	-	-	16.9	8.7	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	30	10	0	30	0	10	0	0	0	0	0
Future Vol, veh/h	0	30	10	0	30	0	10	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	13	0	38	0	13	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	50	0	0	81	81	44	75	88	38
Stage 1	-	-	-	-	-	-	44	44	-	38	38	-
Stage 2	-	-	-	-	-	-	38	38	-	38	50	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1573	-	-	1557	-	-	906	809	1026	915	803	1035
Stage 1	-	-	-	-	-	-	970	858	-	978	864	-
Stage 2	-	-	-	-	-	-	978	864	-	978	853	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1573	-	-	1557	-	-	906	809	1026	915	803	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	809	-	915	803	-
Stage 1	-	-	-	-	-	-	970	858	-	978	864	-
Stage 2	-	-	-	-	-	-	978	864	-	978	853	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			9.03			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	906	1573	-	-	1557	-	-	-				
HCM Lane V/C Ratio	0.014	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	9	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	20	0	10	0	20	0	0	0	0	0
Future Vol, veh/h	0	10	20	0	10	0	20	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	25	0	13	0	25	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	38	0	0	38	38	25	25	50	13
Stage 1	-	-	-	-	-	-	25	25	-	13	13	-
Stage 2	-	-	-	-	-	-	13	13	-	13	38	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1606	-	-	1573	-	-	968	855	1051	986	841	1068
Stage 1	-	-	-	-	-	-	993	874	-	1008	885	-
Stage 2	-	-	-	-	-	-	1008	885	-	1008	864	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1606	-	-	1573	-	-	968	855	1051	986	841	1068
Mov Cap-2 Maneuver	-	-	-	-	-	-	968	855	-	986	841	-
Stage 1	-	-	-	-	-	-	993	874	-	1008	885	-
Stage 2	-	-	-	-	-	-	1008	885	-	1008	864	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.82			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	968	1606	-	-	1573	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.8	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	13	0	-	0	25	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1606	-	-	-	991	1068
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1606	-	-	-	991	1068
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1010	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1606	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	13	0	0 25 13
Stage 1	-	-	- 13 -
Stage 2	-	-	- 13 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1606	-	- 991 1068
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 1010 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1606	-	- 991 1068
Mov Cap-2 Maneuver	-	-	- 991 -
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 1010 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1606	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	6.4	7.2	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	10	0
LT Vol	10	0	0
Through Vol	0	0	0
RT Vol	0	10	0
Lane Flow Rate	13	13	0
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.012	0
Departure Headway (Hd)	4.156	3.356	3.965
Convergence, Y/N	Yes	Yes	Yes
Cap	866	1071	0
Service Time	2.158	1.361	1.969
HCM Lane V/C Ratio	0.015	0.012	0
HCM Control Delay, s/veh	7.2	6.4	7
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

2027 TOTAL LOS

HCM 7th Signalized Intersection Summary

2027 Total AM Peak

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	79	4	45	805	273	0	0	159	147
Future Volume (veh/h)	0	0	0	79	4	45	805	273	0	0	159	147
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1437	1205	1236	1914	1884	0	0	1760	1483
Adj Flow Rate, veh/h				93	5	0	894	321	0	0	187	0
Peak Hour Factor				0.85	0.80	0.80	0.90	0.85	0.80	0.80	0.85	0.85
Percent Heavy Veh, %				35	50	48	4	6	0	0	14	32
Cap, veh/h				264	14		1013	2356	0	0	530	
Arrive On Green				0.24	0.24	0.00	0.75	1.00	0.00	0.00	0.16	0.00
Sat Flow, veh/h				1092	59	1048	1823	3673	0	0	3432	1257
Grp Volume(v), veh/h				98	0	0	894	321	0	0	187	0
Grp Sat Flow(s),veh/h/ln				1151	0	1048	1823	1789	0	0	1672	1257
Q Serve(g_s), s				8.5	0.0	0.0	54.0	0.0	0.0	0.0	6.0	0.0
Cycle Q Clear(g_c), s				8.5	0.0	0.0	54.0	0.0	0.0	0.0	6.0	0.0
Prop In Lane				0.95		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				278	0		1013	2356	0	0	530	
V/C Ratio(X)				0.35	0.00		0.88	0.14	0.00	0.00	0.35	
Avail Cap(c_a), veh/h				278	0		1013	2356	0	0	530	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.80	0.80	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				37.7	0.0	0.0	8.7	0.0	0.0	0.0	45.0	0.0
Incr Delay (d2), s/veh				3.5	0.0	0.0	7.6	0.1	0.0	0.0	1.8	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				4.6	0.0	0.0	12.1	0.1	0.0	0.0	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				41.2	0.0	0.0	16.3	0.1	0.0	0.0	46.9	0.0
LnGrp LOS				D			B	A			D	
Approach Vol, veh/h					98			1215			187	
Approach Delay, s/veh					41.2			12.0			46.9	
Approach LOS					D			B			D	
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	85.0			60.0			25.0			35.0		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	79.0			54.0			19.0			29.0		
Max Q Clear Time (g_c+I1), s	2.0			56.0			8.0			10.5		
Green Ext Time (p_c), s	2.5			0.0			0.8			0.4		
Intersection Summary												
HCM 7th Control Delay, s/veh				18.3								
HCM 7th LOS				B								
Notes												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary 2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2027 Total AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰	↱	↰	↱	
Traffic Volume (veh/h)	38	2	697	0	0	0	0	1045	111	30	207	0
Future Volume (veh/h)	38	2	697	0	0	0	0	1045	111	30	207	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1411	1159	1781				0	1856	1322	1055	1811	0
Adj Flow Rate, veh/h	48	2	774				0	1161	131	38	244	0
Peak Hour Factor	0.80	0.80	0.90				0.80	0.90	0.85	0.80	0.85	0.80
Percent Heavy Veh, %	33	50	8				0	3	39	57	6	0
Cap, veh/h	434	18	616				0	1410	448	148	1692	0
Arrive On Green	0.41	0.41	0.41				0.00	0.80	0.80	0.01	0.16	0.00
Sat Flow, veh/h	1062	44	1510				0	3618	1120	1005	3532	0
Grp Volume(v), veh/h	50	0	774				0	1161	131	38	244	0
Grp Sat Flow(s),veh/h/ln	106	0	1510				0	1763	1120	1005	1721	0
Q Serve(g_s), s	3.4	0.0	49.0				0.0	23.2	3.7	0.0	7.3	0.0
Cycle Q Clear(g_c), s	3.4	0.0	49.0				0.0	23.2	3.7	0.0	7.3	0.0
Prop In Lane	0.96		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	452	0	616				0	1410	448	148	1692	0
V/C Ratio(X)	0.11	0.00	1.26				0.00	0.82	0.29	0.26	0.14	0.00
Avail Cap(c_a), veh/h	452	0	616				0	1410	448	148	1692	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.67	0.67	0.97	0.97	0.00
Uniform Delay (d), s/veh	22.0	0.0	35.5				0.0	9.5	7.6	43.5	28.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	127.9				0.0	3.8	1.1	0.9	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	56.1				0.0	7.4	1.7	2.0	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	0.0	163.4				0.0	13.3	8.7	44.4	28.8	0.0
LnGrp LOS	C		F					B	A	D	C	
Approach Vol, veh/h	824						1292			282		
Approach Delay, s/veh	154.8						12.8			30.9		
Approach LOS	F						B			C		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	1.0	54.0		55.0			65.0					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	5.0	48.0		49.0			59.0					
Max Q Clear Time (g_c+I2, s)	12.0	25.2		51.0			9.3					
Green Ext Time (p_c), s	0.0	10.3		0.0			1.8					
Intersection Summary												
HCM 7th Control Delay, s/veh	63.8											
HCM 7th LOS	E											

HCM 7th Signalized Intersection Summary 3: Sunland Gin Rd & W Arica Conn.

2027 Total AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	0	16	5	0	9	11	1028	2	24	789	56
Future Volume (veh/h)	130	0	16	5	0	9	11	1028	2	24	789	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1070	1870	1900	1870	1870	1870	1900	1885	1870	1870	1870	1307
Adj Flow Rate, veh/h	153	0	20	6	0	11	14	1142	2	30	877	70
Peak Hour Factor	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.80	0.80	0.90	0.80
Percent Heavy Veh, %	56	2	0	2	2	2	0	1	2	2	2	40
Cap, veh/h	248	0	396	181	0	225	243	1357	2	340	1556	124
Arrive On Green	0.15	0.00	0.25	0.04	0.00	0.14	0.04	0.37	0.37	0.14	0.47	0.47
Sat Flow, veh/h	1019	0	1585	1781	0	1585	1810	3669	6	1781	3333	266
Grp Volume(v), veh/h	153	0	20	6	0	11	14	558	586	30	467	480
Grp Sat Flow(s),veh/h/ln	1019	0	1585	1781	0	1585	1810	1791	1884	1781	1777	1822
Q Serve(g_s), s	16.6	0.0	1.2	0.0	0.0	0.7	0.0	34.2	34.2	0.0	22.9	22.9
Cycle Q Clear(g_c), s	16.6	0.0	1.2	0.0	0.0	0.7	0.0	34.2	34.2	0.0	22.9	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.15
Lane Grp Cap(c), veh/h	248	0	396	181	0	225	243	662	697	340	829	850
V/C Ratio(X)	0.62	0.00	0.05	0.03	0.00	0.05	0.06	0.84	0.84	0.09	0.56	0.56
Avail Cap(c_a), veh/h	248	0	396	181	0	225	243	836	879	340	829	850
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.58	0.58	0.58
Uniform Delay (d), s/veh	43.4	0.0	34.2	51.6	0.0	44.5	37.3	34.6	34.6	40.2	23.2	23.2
Incr Delay (d2), s/veh	4.5	0.0	0.2	0.1	0.0	0.4	0.1	12.3	11.8	0.1	1.6	1.6
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 BackOfQ(95%),veh/ln	8.0	0.0	0.9	0.3	0.0	0.6	0.6	23.9	24.8	1.4	13.9	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.9	0.0	34.4	51.6	0.0	44.9	37.4	46.9	46.4	40.3	24.8	24.7
LnGrp LOS	D		C	D		D	D	D	D	D	C	C
Approach Vol, veh/h	173			17			1158			977		
Approach Delay, s/veh	46.3			47.3			46.5			25.2		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	23.0	22.6	50.4	11.0	36.0	11.0	62.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	18.0	17.0	5.0	56.0	5.0	30.0	5.0	56.0				
Max Q Clear Time (g_c+1.0), s	11.6	2.7	2.0	36.2	2.0	3.2	2.0	24.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	8.2	0.0	0.1	0.0	7.6				

Intersection Summary

HCM 7th Control Delay, s/veh	37.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
4: Sunland Gin Rd & Mountain View Ave

2027 Total AM Peak

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	3	992	798	4
Future Vol, veh/h	0	2	3	992	798	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	90	90	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	4	1102	887	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1996	887	892	0	-	0
Stage 1	887	-	-	-	-	-
Stage 2	1110	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	66	343	760	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	343	760	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	15.57	0.03		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	6	-	343	-	-	
HCM Lane V/C Ratio	0.005	-	0.007	-	-	
HCM Ctrl Dly (s/v)	9.8	0	15.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	103	892	25	347	453
Future Vol, veh/h	7	103	892	25	347	453
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	300	-	100	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	85	90	80	90	90
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	9	121	991	31	386	503
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2266	-	0	0	1022	0
Stage 1	991	-	-	-	-	-
Stage 2	1274	-	-	-	-	-
Critical Hdwy	6.45	-	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	-	-	-	2.218	-
Pot Cap-1 Maneuver	44	0	-	-	679	-
Stage 1	355	0	-	-	-	-
Stage 2	259	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	19	-	-	-	679	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	43.92	0		7.39		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	101	-	679	-
HCM Lane V/C Ratio	-	-	0.086	-	0.568	-
HCM Ctrl Dly (s/v)	-	-	43.9	0	17	-
HCM Lane LOS	-	-	E	A	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-	3.6	-

Intersection						
Int Delay, s/veh	4.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	155	762	32	163	297
Future Vol, veh/h	17	155	762	32	163	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	85	90	80	85	85
Heavy Vehicles, %	5	5	2	9	2	2
Mvmt Flow	21	182	847	40	192	349
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1580	847	0	0	887	0
Stage 1	847	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.218	-
Pot Cap-1 Maneuver	118	357	-	-	764	-
Stage 1	415	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	88	357	-	-	764	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	24.53	0		4		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	268	357	764	-
HCM Lane V/C Ratio	-	-	0.079	0.51	0.251	-
HCM Ctrl Dly (s/v)	-	-	19.6	25.1	11.3	-
HCM Lane LOS	-	-	C	D	B	-
HCM 95th %tile Q(veh)	-	-	0.3	2.8	1	-

HCM 7th TWSC
7: Shedd Rd & Retail Parcel Driveway

2027 Total AM Peak

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	154	10	0	66	0	10	0	0	0	0	96
Future Vol, veh/h	31	154	10	0	66	0	10	0	0	0	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	85	80	80	80	80	80	80	80	80	80	85
Heavy Vehicles, %	2	2	2	2	25	2	2	2	2	2	2	5
Mvmt Flow	39	181	13	0	83	0	13	0	0	0	0	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	194	0	0	347	347	187	341	354	83
Stage 1	-	-	-	-	-	-	265	265	-	83	83	-
Stage 2	-	-	-	-	-	-	83	83	-	259	271	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.345
Pot Cap-1 Maneuver	1515	-	-	1380	-	-	607	576	855	613	571	969
Stage 1	-	-	-	-	-	-	740	689	-	926	826	-
Stage 2	-	-	-	-	-	-	926	826	-	746	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1515	-	-	1380	-	-	523	561	855	597	557	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	523	561	-	597	557	-
Stage 1	-	-	-	-	-	-	721	672	-	926	826	-
Stage 2	-	-	-	-	-	-	818	826	-	727	668	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.24	0	12.06	9.21
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	523	1515	-	-	1380	-	-	969
HCM Lane V/C Ratio	0.024	0.026	-	-	-	-	-	0.117
HCM Ctrl Dly (s/v)	12.1	7.4	-	-	0	-	-	9.2
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	60	20	0	24	0	20	0	0	0	0	22
Future Vol, veh/h	74	60	20	0	24	0	20	0	0	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	25	2	2	2	2	2	2	5
Mvmt Flow	93	75	25	0	30	0	25	0	0	0	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	100	0	0	303	303	88	290	315	30
Stage 1	-	-	-	-	-	-	273	273	-	30	30	-
Stage 2	-	-	-	-	-	-	30	30	-	260	285	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.345
Pot Cap-1 Maneuver	1583	-	-	1493	-	-	650	610	971	662	601	1036
Stage 1	-	-	-	-	-	-	733	684	-	987	870	-
Stage 2	-	-	-	-	-	-	987	870	-	745	676	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1583	-	-	1493	-	-	593	573	971	621	563	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	593	573	-	621	563	-
Stage 1	-	-	-	-	-	-	688	642	-	987	870	-
Stage 2	-	-	-	-	-	-	961	870	-	699	634	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	3.56	0	11.33	8.57
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	593	824	-	-	1493	-	-	1036
HCM Lane V/C Ratio	0.042	0.058	-	-	-	-	-	0.027
HCM Ctrl Dly (s/v)	11.3	7.4	0	-	0	-	-	8.6
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.1

HCM 7th TWSC
9: Shedd Rd & Driveway B

2027 Total AM Peak

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	35	17	0	0	7
Future Vol, veh/h	25	35	17	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	31	44	21	0	0	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	21	0	0 128 21
Stage 1	-	-	- 21 -
Stage 2	-	-	- 106 -
Critical Hdwy	4.12	-	- 6.42 6.25
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.345
Pot Cap-1 Maneuver	1594	-	- 867 1048
Stage 1	-	-	- 1001 -
Stage 2	-	-	- 918 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1594	-	- 850 1048
Mov Cap-2 Maneuver	-	-	- 850 -
Stage 1	-	-	- 981 -
Stage 2	-	-	- 918 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.04	0	8.47
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	750	-	-	-	1048
HCM Lane V/C Ratio	0.02	-	-	-	0.008
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	10	10	0	0	7
Future Vol, veh/h	25	10	10	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	31	13	13	0	0	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	13	0	-	0	88	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	1606	-	-	-	913	1059
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1606	-	-	-	896	1059
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	948	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	5.2	0		8.43		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1286	-	-	-	1059	
HCM Lane V/C Ratio	0.019	-	-	-	0.008	
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.4	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0	

Intersection

Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	25
Mvmt Flow	0	13	13	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	6.4	7.2	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	10	0
LT Vol	10	0	0
Through Vol	0	0	0
RT Vol	0	10	0
Lane Flow Rate	13	13	0
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.012	0
Departure Headway (Hd)	4.156	3.356	3.965
Convergence, Y/N	Yes	Yes	Yes
Cap	866	1071	0
Service Time	2.158	1.361	1.969
HCM Lane V/C Ratio	0.015	0.012	0
HCM Control Delay, s/veh	7.2	6.4	7
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

HCM 7th Signalized Intersection Summary

2027 Total PM Peak

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	80	1	50	841	218	0	0	301	70
Future Volume (veh/h)	0	0	0	80	1	50	841	218	0	0	301	70
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1652	435	1236	1930	1837	0	0	1868	1514
Adj Flow Rate, veh/h				94	1	0	934	256	0	0	334	0
Peak Hour Factor				0.85	0.80	0.80	0.90	0.85	0.80	0.80	0.90	0.80
Percent Heavy Veh, %				21	100	48	3	9	0	0	7	30
Cap, veh/h				154	2		674	1833	0	0	710	
Arrive On Green				0.38	0.38	0.00	0.46	0.88	0.00	0.00	0.20	0.00
Sat Flow, veh/h				410	4	1048	1838	3583	0	0	3643	1283
Grp Volume(v), veh/h				95	0	0	934	256	0	0	334	0
Grp Sat Flow(s),veh/h/ln				414	0	1048	1838	1745	0	0	1775	1283
Q Serve(g_s), s				22.3	0.0	0.0	33.0	1.2	0.0	0.0	10.0	0.0
Cycle Q Clear(g_c), s				22.3	0.0	0.0	33.0	1.2	0.0	0.0	10.0	0.0
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				155	0		674	1833	0	0	710	
V/C Ratio(X)				0.61	0.00		1.39	0.14	0.00	0.00	0.47	
Avail Cap(c_a), veh/h				155	0		674	1833	0	0	710	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.28	0.28	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				30.4	0.0	0.0	27.4	3.6	0.0	0.0	42.4	0.0
Incr Delay (d2), s/veh				16.7	0.0	0.0	176.6	0.0	0.0	0.0	2.2	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				5.0	0.0	0.0	61.6	0.8	0.0	0.0	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				47.1	0.0	0.0	204.0	3.6	0.0	0.0	44.6	0.0
LnGrp LOS				D			F	A			D	
Approach Vol, veh/h					95			1190			334	
Approach Delay, s/veh					47.1			160.9			44.6	
Approach LOS					D			F			D	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	69.0			39.0		30.0	51.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	63.0			33.0		24.0	45.0					
Max Q Clear Time (g_c+I1), s	3.2			35.0		12.0	24.3					
Green Ext Time (p_c), s	2.0			0.0		1.7	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh				130.2								
HCM 7th LOS				F								
Notes												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary 2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2027 Total PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰	↱	↰	↱	
Traffic Volume (veh/h)	65	5	995	0	0	0	0	1011	130	37	333	0
Future Volume (veh/h)	65	5	995	0	0	0	0	1011	130	37	333	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1455	1604	1841				0	1870	1530	1144	1826	0
Adj Flow Rate, veh/h	81	6	1106				0	1123	153	46	370	0
Peak Hour Factor	0.80	0.80	0.90				0.80	0.90	0.85	0.80	0.90	0.80
Percent Heavy Veh, %	30	20	4				0	2	25	51	5	0
Cap, veh/h	642	48	702				0	1187	433	140	1561	0
Arrive On Green	0.45	0.45	0.45				0.00	0.67	0.67	0.02	0.15	0.00
Sat Flow, veh/h	1427	106	1560				0	3647	1296	1090	3561	0
Grp Volume(v), veh/h	87	0	1106				0	1123	153	46	370	0
Grp Sat Flow(s),veh/h/ln	1532	0	1560				0	1777	1296	1090	1735	0
Q Serve(g_s), s	4.0	0.0	54.0				0.0	34.2	6.2	0.0	11.3	0.0
Cycle Q Clear(g_c), s	4.0	0.0	54.0				0.0	34.2	6.2	0.0	11.3	0.0
Prop In Lane	0.93		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	690	0	702				0	1187	433	140	1561	0
V/C Ratio(X)	0.13	0.00	1.58				0.00	0.95	0.35	0.33	0.24	0.00
Avail Cap(c_a), veh/h	690	0	702				0	1244	454	140	1561	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.84	0.84	0.87	0.87	0.00
Uniform Delay (d), s/veh	19.2	0.0	33.0				0.0	19.0	14.3	54.5	32.9	0.0
Incr Delay (d2), s/veh	0.1	0.0	265.8				0.0	14.1	1.9	5.3	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.0	108.7				0.0	16.1	3.3	2.8	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	0.0	298.8				0.0	33.1	16.2	59.8	33.2	0.0
LnGrp LOS	B		F					C	B	E	C	
Approach Vol, veh/h	1193						1276			416		
Approach Delay, s/veh	278.5						31.1			36.2		
Approach LOS	F						C			D		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	3.9	46.1		60.0			60.0					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	6.0	42.0		54.0			54.0					
Max Q Clear Time (g_c+I2, s)	12.0	36.2		56.0			13.3					
Green Ext Time (p_c), s	0.0	3.9		0.0			2.9					

Intersection Summary

HCM 7th Control Delay, s/veh	134.1
HCM 7th LOS	F

HCM 7th Signalized Intersection Summary 3: Sunland Gin Rd & W Arica Conn.

2027 Total PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	0	30	3	0	7	16	1027	2	28	1156	95
Future Volume (veh/h)	82	0	30	3	0	7	16	1027	2	28	1156	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1070	1870	1900	1870	1870	1870	1900	1885	1870	1870	1870	1307
Adj Flow Rate, veh/h	96	0	38	4	0	9	20	1141	2	35	1284	112
Peak Hour Factor	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.80	0.80	0.90	0.85
Percent Heavy Veh, %	56	2	0	2	2	2	0	1	2	2	2	40
Cap, veh/h	177	0	185	209	0	159	285	2018	4	418	2116	184
Arrive On Green	0.04	0.00	0.12	0.02	0.00	0.10	0.02	0.55	0.55	0.22	1.00	1.00
Sat Flow, veh/h	1019	0	1585	1781	0	1585	1810	3669	6	1781	3308	288
Grp Volume(v), veh/h	96	0	38	4	0	9	20	557	586	35	688	708
Grp Sat Flow(s),veh/h/ln	1019	0	1585	1781	0	1585	1810	1791	1884	1781	1777	1819
Q Serve(g_s), s	0.0	0.0	2.6	0.0	0.0	0.6	0.6	24.4	24.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.6	0.0	0.0	0.6	0.6	24.4	24.4	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	177	0	185	209	0	159	285	985	1036	418	1137	1163
V/C Ratio(X)	0.54	0.00	0.21	0.02	0.00	0.06	0.07	0.57	0.57	0.08	0.61	0.61
Avail Cap(c_a), veh/h	247	0	185	331	0	159	324	985	1036	418	1137	1163
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.15	0.15	0.15
Uniform Delay (d), s/veh	50.8	0.0	48.0	48.6	0.0	48.9	14.2	17.6	17.6	17.6	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	2.5	0.0	0.0	0.7	0.1	2.4	2.2	0.0	0.4	0.4
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 BackOfQ(95%),veh/ln	5.3	0.0	2.1	0.2	0.0	0.5	0.5	15.9	16.6	0.9	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.3	0.0	50.5	48.6	0.0	49.6	14.3	20.0	19.9	17.6	0.4	0.4
LnGrp LOS	D		D	D		D	B	B	B	B	A	A
Approach Vol, veh/h	134				13		1163				1431	
Approach Delay, s/veh	52.5				49.3		19.8				0.8	
Approach LOS	D				D		B				A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	18.0	19.2	72.0	8.8	20.0	8.4	82.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.0	12.0	5.0	66.0	11.0	14.0	5.0	66.0				
Max Q Clear Time (g_c+I), s	12.0	2.6	2.0	26.4	2.0	4.6	2.6	2.0				
Green Ext Time (p_c), s	0.2	0.0	0.0	10.4	0.0	0.1	0.0	16.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			11.6									
HCM 7th LOS			B									

HCM 7th TWSC
4: Sunland Gin Rd & Mountain View Ave

2027 Total PM Peak

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	2	1019	1178	13
Future Vol, veh/h	0	6	2	1019	1178	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	90	90	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	3	1132	1309	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2446	1309	1325
Stage 1	1309	-	-
Stage 2	1137	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	35	197	528
Stage 1	255	-	-
Stage 2	309	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	34	197	528
Mov Cap-2 Maneuver	34	-	-
Stage 1	252	-	-
Stage 2	309	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	24.04	0.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	4	-	197	-	-
HCM Lane V/C Ratio	0.005	-	0.038	-	-
HCM Ctrl Dly (s/v)	11.9	0	24	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	342	679	10	132	1053
Future Vol, veh/h	25	342	679	10	132	1053
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	300	-	100	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	90	90	80	85	90
Heavy Vehicles, %	3	3	2	7	7	2
Mvmt Flow	31	380	754	13	155	1170

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2235	-	0
Stage 1	754	-	-
Stage 2	1481	-	-
Critical Hdwy	6.43	-	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	-	-
Pot Cap-1 Maneuver	46	0	-
Stage 1	463	0	-
Stage 2	207	0	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	38	-	-
Mov Cap-2 Maneuver	151	-	-
Stage 1	463	-	-
Stage 2	168	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	34.87	0	1.22
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	151	-
HCM Lane V/C Ratio	-	-	0.206	-
HCM Ctrl Dly (s/v)	-	-	34.9	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	0.7	-

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	190	499	20	171	907
Future Vol, veh/h	33	190	499	20	171	907
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	85	90	80	85	90
Heavy Vehicles, %	3	3	2	7	7	2
Mvmt Flow	41	224	554	25	201	1008

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1965	554	0
Stage 1	554	-	-
Stage 2	1410	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	69	530	-
Stage 1	573	-	-
Stage 2	224	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	55	530	-
Mov Cap-2 Maneuver	164	-	-
Stage 1	573	-	-
Stage 2	178	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.4	0	1.61
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 164	530	970
HCM Lane V/C Ratio	-	- 0.252	0.422	0.207
HCM Ctrl Dly (s/v)	-	- 34.2	16.7	9.7
HCM Lane LOS	-	- D	C	A
HCM 95th %tile Q(veh)	-	- 1	2.1	0.8

HCM 7th TWSC
7: Shedd Rd & Retail Parcel Driveway

2027 Total PM Peak

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	78	10	0	153	0	10	0	0	0	0	60
Future Vol, veh/h	102	78	10	0	153	0	10	0	0	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	80	80	85	80	80	80	80	80	80	80
Heavy Vehicles, %	7	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	120	92	13	0	180	0	13	0	0	0	0	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	104	0	0	518	518	98	512	524	180
Stage 1	-	-	-	-	-	-	338	338	-	180	180	-
Stage 2	-	-	-	-	-	-	180	180	-	332	344	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1366	-	-	1487	-	-	468	462	958	473	458	860
Stage 1	-	-	-	-	-	-	676	641	-	822	750	-
Stage 2	-	-	-	-	-	-	822	750	-	682	637	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1366	-	-	1487	-	-	390	421	958	431	418	860
Mov Cap-2 Maneuver	-	-	-	-	-	-	390	421	-	431	418	-
Stage 1	-	-	-	-	-	-	617	584	-	822	750	-
Stage 2	-	-	-	-	-	-	750	750	-	622	581	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	4.22			0			14.54			9.58		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	390	1366	-	-	1487	-	-	860
HCM Lane V/C Ratio	0.032	0.088	-	-	-	-	-	0.087
HCM Ctrl Dly (s/v)	14.5	7.9	-	-	0	-	-	9.6
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	30	20	0	59	0	20	0	0	0	0	74
Future Vol, veh/h	29	30	20	0	59	0	20	0	0	0	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	7	2	2	2	2	2	2	2	2	2	2	3
Mvmt Flow	36	38	25	0	74	0	25	0	0	0	0	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	63	0	0	196	196	50	184	209	74
Stage 1	-	-	-	-	-	-	123	123	-	74	74	-
Stage 2	-	-	-	-	-	-	74	74	-	110	135	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1495	-	-	1540	-	-	763	699	1018	777	688	985
Stage 1	-	-	-	-	-	-	882	794	-	936	834	-
Stage 2	-	-	-	-	-	-	936	834	-	895	785	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1495	-	-	1540	-	-	674	682	1018	758	671	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	674	682	-	758	671	-
Stage 1	-	-	-	-	-	-	859	774	-	936	834	-
Stage 2	-	-	-	-	-	-	848	834	-	873	765	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.74			0			10.55			9.03		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	674	612	-	-	1540	-	-	985
HCM Lane V/C Ratio	0.037	0.024	-	-	-	-	-	0.094
HCM Ctrl Dly (s/v)	10.5	7.5	0	-	0	-	-	9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

HCM 7th TWSC
9: Shedd Rd & Driveway B

2027 Total PM Peak

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	20	34	0	0	25
Future Vol, veh/h	10	20	34	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	7	2	2	2	2	3
Mvmt Flow	13	25	43	0	0	31
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	43	0	-	0	93	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	4.17	-	-	-	6.42	6.23
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.327
Pot Cap-1 Maneuver	1535	-	-	-	908	1025
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	900	1025
Mov Cap-2 Maneuver	-	-	-	-	900	-
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	972	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	2.45	0		8.62		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	600	-	-	-	-	1025
HCM Lane V/C Ratio	0.008	-	-	-	-	0.03
HCM Ctrl Dly (s/v)	7.4	0	-	-	-	8.6
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	10	0	0	24
Future Vol, veh/h	10	10	10	0	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	7	2	2	2	2	3
Mvmt Flow	13	13	13	0	0	30

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	13	0	0 50 13
Stage 1	-	-	- 13 -
Stage 2	-	-	- 38 -
Critical Hdwy	4.17	-	- 6.42 6.23
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.263	-	- 3.518 3.327
Pot Cap-1 Maneuver	1574	-	- 959 1065
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 985 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1574	-	- 951 1065
Mov Cap-2 Maneuver	-	-	- 951 -
Stage 1	-	-	- 1002 -
Stage 2	-	-	- 985 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.65	0	8.48
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	1065
HCM Lane V/C Ratio	0.008	-	-	-	0.028
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	13
Mvmt Flow	0	13	13	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	6.4	7.2	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	10	0
LT Vol	10	0	0
Through Vol	0	0	0
RT Vol	0	10	0
Lane Flow Rate	13	13	0
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.012	0
Departure Headway (Hd)	4.156	3.356	3.965
Convergence, Y/N	Yes	Yes	Yes
Cap	866	1071	0
Service Time	2.158	1.361	1.969
HCM Lane V/C Ratio	0.015	0.012	0
HCM Control Delay, s/veh	7.2	6.4	7
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

APPENDIX J: 2032 BACKGROUND AND TOTAL LOS

2032 BACKGROUND LOS

HCM 7th Signalized Intersection Summary

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

2032 Background AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	30	5	52	717	303	0	0	153	171
Future Volume (veh/h)	0	0	0	30	5	52	717	303	0	0	153	171
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1437	1205	1236	1914	1884	0	0	1760	1483
Adj Flow Rate, veh/h				38	6	0	797	337	0	0	180	0
Peak Hour Factor				0.80	0.80	0.80	0.90	0.90	0.80	0.80	0.85	0.85
Percent Heavy Veh, %				35	50	48	4	6	0	0	14	32
Cap, veh/h				241	38		984	2356	0	0	740	
Arrive On Green				0.24	0.24	0.00	0.65	1.00	0.00	0.00	0.22	0.00
Sat Flow, veh/h				998	158	1048	1823	3673	0	0	3432	1257
Grp Volume(v), veh/h				44	0	0	797	337	0	0	180	0
Grp Sat Flow(s),veh/h/ln				1155	0	1048	1823	1789	0	0	1672	1257
Q Serve(g_s), s				3.6	0.0	0.0	42.0	0.0	0.0	0.0	5.3	0.0
Cycle Q Clear(g_c), s				3.6	0.0	0.0	42.0	0.0	0.0	0.0	5.3	0.0
Prop In Lane				0.86		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				279	0		984	2356	0	0	740	
V/C Ratio(X)				0.16	0.00		0.81	0.14	0.00	0.00	0.24	
Avail Cap(c_a), veh/h				279	0		1099	2356	0	0	740	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.91	0.91	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				35.9	0.0	0.0	9.6	0.0	0.0	0.0	38.5	0.0
Incr Delay (d2), s/veh				1.2	0.0	0.0	3.9	0.1	0.0	0.0	0.8	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				1.9	0.0	0.0	13.8	0.1	0.0	0.0	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				37.1	0.0	0.0	13.5	0.1	0.0	0.0	39.2	0.0
LnGrp LOS				D			B	A			D	
Approach Vol, veh/h					44			1134			180	
Approach Delay, s/veh					37.1			9.5			39.2	
Approach LOS					D			A			D	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	85.0			52.4		32.6	35.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	79.0			54.0		19.0	29.0					
Max Q Clear Time (g_c+I1), s	2.0			44.0		7.3	5.6					
Green Ext Time (p_c), s	2.6			2.4		0.8	0.1					
Intersection Summary												
HCM 7th Control Delay, s/veh	14.3											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Synchro 12 Report
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HCM 7th Signalized Intersection Summary 2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2032 Background AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰	↱	↰	↱	
Traffic Volume (veh/h)	44	2	345	0	0	0	0	982	95	34	146	0
Future Volume (veh/h)	44	2	345	0	0	0	0	982	95	34	146	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1411	1159	1781				0	1856	1322	1055	1811	0
Adj Flow Rate, veh/h	55	2	383				0	1091	112	42	172	0
Peak Hour Factor	0.80	0.80	0.90				0.80	0.90	0.85	0.80	0.85	0.80
Percent Heavy Veh, %	33	50	8				0	3	39	57	6	0
Cap, veh/h	294	11	415				0	1410	448	294	2150	0
Arrive On Green	0.28	0.28	0.28				0.00	0.80	0.80	0.35	1.00	0.00
Sat Flow, veh/h	1067	39	1510				0	3618	1120	1005	3532	0
Grp Volume(v), veh/h	57	0	383				0	1091	112	42	172	0
Grp Sat Flow(s),veh/h/ln	106	0	1510				0	1763	1120	1005	1721	0
Q Serve(g_s), s	4.7	0.0	29.6				0.0	19.5	3.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	29.6				0.0	19.5	3.0	0.0	0.0	0.0
Prop In Lane	0.96		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	304	0	415				0	1410	448	294	2150	0
V/C Ratio(X)	0.19	0.00	0.92				0.00	0.77	0.25	0.14	0.08	0.00
Avail Cap(c_a), veh/h	451	0	616				0	1410	448	294	2150	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.72	0.72	0.99	0.99	0.00
Uniform Delay (d), s/veh	33.2	0.0	42.2				0.0	9.1	7.5	19.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	14.7				0.0	3.0	1.0	0.2	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	0.0	17.7				0.0	6.9	1.4	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.5	0.0	56.9				0.0	12.2	8.5	20.0	0.1	0.0
LnGrp LOS	C		E					B	A	B	A	
Approach Vol, veh/h	440						1203			214		
Approach Delay, s/veh	53.9						11.9			4.0		
Approach LOS	D						B			A		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	37.0	54.0		39.0			81.0					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	5.0	48.0		49.0			59.0					
Max Q Clear Time (g_c+I2), s	12.0	21.5		31.6			2.0					
Green Ext Time (p_c), s	0.0	10.2		1.4			1.3					
Intersection Summary												
HCM 7th Control Delay, s/veh	20.9											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary 3: Sunland Gin Rd & W Arica Conn.

2032 Background AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	0	18	5	0	9	12	928	2	24	358	65
Future Volume (veh/h)	152	0	18	5	0	9	12	928	2	24	358	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach	No		No				No			No		
Adj Sat Flow, veh/h/ln	1070	1870	1900	1870	1870	1870	1900	1885	1870	1870	1870	1307
Adj Flow Rate, veh/h	179	0	22	6	0	11	15	1031	2	30	398	81
Peak Hour Factor	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.80	0.80	0.90	0.80
Percent Heavy Veh, %	56	2	0	2	2	2	0	1	2	2	2	40
Cap, veh/h	248	0	396	181	0	225	439	1244	2	396	1375	277
Arrive On Green	0.15	0.00	0.25	0.04	0.00	0.14	0.04	0.34	0.34	0.34	0.93	0.93
Sat Flow, veh/h	1019	0	1585	1781	0	1585	1810	3668	7	1781	2946	594
Grp Volume(v), veh/h	179	0	22	6	0	11	15	503	530	30	239	240
Grp Sat Flow(s),veh/h/ln	1019	0	1585	1781	0	1585	1810	1791	1884	1781	1777	1763
Q Serve(g_s), s	18.0	0.0	1.3	0.0	0.0	0.7	0.0	31.0	31.0	0.0	1.5	1.5
Cycle Q Clear(g_c), s	18.0	0.0	1.3	0.0	0.0	0.7	0.0	31.0	31.0	0.0	1.5	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.34
Lane Grp Cap(c), veh/h	248	0	396	181	0	225	439	607	639	396	829	823
V/C Ratio(X)	0.72	0.00	0.06	0.03	0.00	0.05	0.03	0.83	0.83	0.08	0.29	0.29
Avail Cap(c_a), veh/h	248	0	396	181	0	225	439	836	879	396	829	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	45.0	0.0	34.2	51.6	0.0	44.5	24.3	36.5	36.5	29.4	2.2	2.2
Incr Delay (d2), s/veh	9.8	0.0	0.3	0.1	0.0	0.4	0.0	12.4	11.8	0.1	0.7	0.7
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 BackOfQ(95%),veh/ln	9.6	0.0	0.9	0.3	0.0	0.6	0.5	22.1	23.0	1.0	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.8	0.0	34.5	51.6	0.0	44.9	24.4	48.8	48.3	29.4	2.9	2.9
LnGrp LOS	D		C	D		D	C	D	D	C	A	A
Approach Vol, veh/h	201		17			1048			509			
Approach Delay, s/veh	52.6		47.3			48.2			4.5			
Approach LOS	D		D			D			A			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	23.0	26.3	46.7	11.0	36.0	11.0	62.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	18.0	17.0	5.0	56.0	5.0	30.0	5.0	56.0				
Max Q Clear Time (g_c+Y), s	20.0	2.7	2.0	33.0	2.0	3.3	2.0	3.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	7.7	0.0	0.1	0.0	3.5				

Intersection Summary

HCM 7th Control Delay, s/veh	36.1
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 7th TWSC
4: Sunland Gin Rd & Mountain View Ave

2032 Background AM Peak

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	4	886	368	5
Future Vol, veh/h	0	2	4	886	368	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	90	90	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	5	984	409	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1403	409	415	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	128	725	1149	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	127	725	1149	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.98	0.04	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	725	-	-
HCM Lane V/C Ratio	0.004	-	0.003	-	-
HCM Ctrl Dly (s/v)	8.1	0	10	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	0	890	0	0	371
Future Vol, veh/h	0	0	890	0	0	371
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	80	80	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	989	0	0	412
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1401	989	0	0	989	0
Stage 1	989	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	154	299	-	-	699	-
Stage 1	360	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	299	-	-	699	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	699	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	35	855	5	35	336
Future Vol, veh/h	5	35	855	5	35	336
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	80	80	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	44	950	6	44	373

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1414	953	0
Stage 1	953	-	-
Stage 2	461	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	152	314	-
Stage 1	375	-	-
Stage 2	635	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	140	314	-
Mov Cap-2 Maneuver	140	-	-
Stage 1	375	-	-
Stage 2	586	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.2	0	1.08
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	272	189
HCM Lane V/C Ratio	-	-	0.184	0.061
HCM Ctrl Dly (s/v)	-	-	21.2	10.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.7	0.2

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	30	10	0	30	0	10	0	0	0	0	0
Future Vol, veh/h	0	30	10	0	30	0	10	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	13	0	38	0	13	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	50	0	0	81	81	44	75	88	38
Stage 1	-	-	-	-	-	-	44	44	-	38	38	-
Stage 2	-	-	-	-	-	-	38	38	-	38	50	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1573	-	-	1557	-	-	906	809	1026	915	803	1035
Stage 1	-	-	-	-	-	-	970	858	-	978	864	-
Stage 2	-	-	-	-	-	-	978	864	-	978	853	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1573	-	-	1557	-	-	906	809	1026	915	803	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	809	-	915	803	-
Stage 1	-	-	-	-	-	-	970	858	-	978	864	-
Stage 2	-	-	-	-	-	-	978	864	-	978	853	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			9.03			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	906	1573	-	-	1557	-	-	-				
HCM Lane V/C Ratio	0.014	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	9	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	10	20	0	10	0	20	0	0	0	0	0
Future Vol, veh/h	0	10	20	0	10	0	20	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	25	0	13	0	25	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	38	0	0	38	38	25	25	50	13
Stage 1	-	-	-	-	-	-	25	25	-	13	13	-
Stage 2	-	-	-	-	-	-	13	13	-	13	38	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1606	-	-	1573	-	-	968	855	1051	986	841	1068
Stage 1	-	-	-	-	-	-	993	874	-	1008	885	-
Stage 2	-	-	-	-	-	-	1008	885	-	1008	864	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1606	-	-	1573	-	-	968	855	1051	986	841	1068
Mov Cap-2 Maneuver	-	-	-	-	-	-	968	855	-	986	841	-
Stage 1	-	-	-	-	-	-	993	874	-	1008	885	-
Stage 2	-	-	-	-	-	-	1008	885	-	1008	864	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.82			0		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	968	1606	-	-	1573	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.8	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	13	0	-	0	25	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1606	-	-	-	991	1068
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1606	-	-	-	991	1068
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1010	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1606	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	13	0	0 25 13
Stage 1	-	-	- 13 -
Stage 2	-	-	- 13 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1606	-	- 991 1068
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 1010 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1606	-	- 991 1068
Mov Cap-2 Maneuver	-	-	- 991 -
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 1010 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1606	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	6.4	7.2	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	10	0
LT Vol	10	0	0
Through Vol	0	0	0
RT Vol	0	10	0
Lane Flow Rate	13	13	0
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.012	0
Departure Headway (Hd)	4.156	3.356	3.965
Convergence, Y/N	Yes	Yes	Yes
Cap	866	1071	0
Service Time	2.158	1.361	1.969
HCM Lane V/C Ratio	0.015	0.012	0
HCM Control Delay, s/veh	7.2	6.4	7
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

HCM 7th Signalized Intersection Summary

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

2032 Background PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	53	1	58	494	220	0	0	332	81
Future Volume (veh/h)	0	0	0	53	1	58	494	220	0	0	332	81
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1652	435	1236	1930	1837	0	0	1868	1514
Adj Flow Rate, veh/h				66	1	0	549	259	0	0	369	0
Peak Hour Factor				0.80	0.80	0.80	0.90	0.85	0.80	0.80	0.90	0.85
Percent Heavy Veh, %				21	100	48	3	9	0	0	7	30
Cap, veh/h				590	0		660	1833	0	0	710	
Arrive On Green				0.38	0.38	0.00	0.46	0.88	0.00	0.00	0.20	0.00
Sat Flow, veh/h				1574	0	1048	1838	3583	0	0	3643	1283
Grp Volume(v), veh/h				66	0	0	549	259	0	0	369	0
Grp Sat Flow(s),veh/h/ln				1574	0	1048	1838	1745	0	0	1775	1283
Q Serve(g_s), s				3.3	0.0	0.0	18.5	1.3	0.0	0.0	11.1	0.0
Cycle Q Clear(g_c), s				3.3	0.0	0.0	18.5	1.3	0.0	0.0	11.1	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				590	0		660	1833	0	0	710	
V/C Ratio(X)				0.11	0.00		0.83	0.14	0.00	0.00	0.52	
Avail Cap(c_a), veh/h				590	0		660	1833	0	0	710	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.58	0.58	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				24.5	0.0	0.0	25.0	3.6	0.0	0.0	42.9	0.0
Incr Delay (d2), s/veh				0.4	0.0	0.0	5.4	0.1	0.0	0.0	2.7	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				2.2	0.0	0.0	14.3	0.9	0.0	0.0	9.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				24.8	0.0	0.0	30.4	3.7	0.0	0.0	45.6	0.0
LnGrp LOS				C			C	A			D	
Approach Vol, veh/h					66			808			369	
Approach Delay, s/veh					24.8			21.8			45.6	
Approach LOS					C			C			D	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	69.0			39.0		30.0	51.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	63.0			33.0		24.0	45.0					
Max Q Clear Time (g_c+I1), s	3.3			20.5		13.1	5.3					
Green Ext Time (p_c), s	2.0			1.6		1.8	0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh				29.0								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary 2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2032 Background PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	75	6	895	0	0	0	0	658	82	43	328	0
Future Volume (veh/h)	75	6	895	0	0	0	0	658	82	43	328	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1455	1604	1841				0	1870	1530	1144	1826	0
Adj Flow Rate, veh/h	88	8	994				0	731	96	54	364	0
Peak Hour Factor	0.85	0.80	0.90				0.80	0.90	0.85	0.80	0.90	0.80
Percent Heavy Veh, %	30	20	4				0	2	25	51	5	0
Cap, veh/h	632	58	702				0	861	314	250	1561	0
Arrive On Green	0.45	0.45	0.45				0.00	0.48	0.48	0.05	0.15	0.00
Sat Flow, veh/h	1406	128	1560				0	3647	1296	1090	3561	0
Grp Volume(v), veh/h	96	0	994				0	731	96	54	364	0
Grp Sat Flow(s),veh/h/ln	1533	0	1560				0	1777	1296	1090	1735	0
Q Serve(g_s), s	4.4	0.0	54.0				0.0	21.6	5.4	0.0	11.1	0.0
Cycle Q Clear(g_c), s	4.4	0.0	54.0				0.0	21.6	5.4	0.0	11.1	0.0
Prop In Lane	0.92		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	690	0	702				0	861	314	250	1561	0
V/C Ratio(X)	0.14	0.00	1.42				0.00	0.85	0.31	0.22	0.23	0.00
Avail Cap(c_a), veh/h	690	0	702				0	1244	454	250	1561	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.95	0.95	0.88	0.88	0.00
Uniform Delay (d), s/veh	19.4	0.0	33.0				0.0	29.0	24.8	47.0	32.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	195.6				0.0	9.7	2.4	1.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	85.3				0.0	13.2	3.2	3.0	8.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	0.0	228.6				0.0	38.7	27.2	48.7	33.1	0.0
LnGrp LOS	B		F					D	C	D	C	
Approach Vol, veh/h	1090						827			418		
Approach Delay, s/veh	210.1						37.4			35.1		
Approach LOS	F						D			D		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	24.9	35.1	60.0		60.0							
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0							
Max Green Setting (Gmax), s	6.0	42.0	54.0		54.0							
Max Q Clear Time (g_c+I2), s	12.0	23.6	56.0		13.1							
Green Ext Time (p_c), s	0.0	5.5	0.0		2.8							
Intersection Summary												
HCM 7th Control Delay, s/veh			117.6									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary 3: Sunland Gin Rd & W Arica Conn.

2032 Background PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	0	34	3	0	7	18	609	2	28	1024	111
Future Volume (veh/h)	95	0	34	3	0	7	18	609	2	28	1024	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1070	1870	1900	1870	1870	1870	1900	1885	1870	1870	1870	1307
Adj Flow Rate, veh/h	112	0	42	4	0	9	22	677	2	35	1138	131
Peak Hour Factor	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.80	0.80	0.90	0.85
Percent Heavy Veh, %	56	2	0	2	2	2	0	1	2	2	2	40
Cap, veh/h	178	0	185	206	0	159	311	2015	6	583	2048	235
Arrive On Green	0.04	0.00	0.12	0.02	0.00	0.10	0.02	0.55	0.55	0.22	1.00	1.00
Sat Flow, veh/h	1019	0	1585	1781	0	1585	1810	3663	11	1781	3212	369
Grp Volume(v), veh/h	112	0	42	4	0	9	22	331	348	35	629	640
Grp Sat Flow(s),veh/h/ln	1019	0	1585	1781	0	1585	1810	1791	1883	1781	1777	1804
Q Serve(g_s), s	0.0	0.0	2.9	0.0	0.0	0.6	0.7	12.2	12.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.9	0.0	0.0	0.6	0.7	12.2	12.2	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.20
Lane Grp Cap(c), veh/h	178	0	185	206	0	159	311	985	1036	583	1133	1150
V/C Ratio(X)	0.63	0.00	0.23	0.02	0.00	0.06	0.07	0.34	0.34	0.06	0.55	0.56
Avail Cap(c_a), veh/h	247	0	185	327	0	159	348	985	1036	583	1133	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.39	0.39	0.39
Uniform Delay (d), s/veh	51.3	0.0	48.1	48.7	0.0	48.9	14.2	14.9	14.9	11.6	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.0	2.8	0.0	0.0	0.7	0.1	0.9	0.9	0.0	0.8	0.8
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 BackOfQ(95%),veh/ln	6.2	0.0	2.3	0.2	0.0	0.5	0.6	9.0	9.4	0.7	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.0	0.0	50.9	48.8	0.0	49.6	14.3	15.8	15.8	11.6	0.8	0.8
LnGrp LOS	D		D	D		D	B	B	B	B	A	A
Approach Vol, veh/h	154			13			701			1304		
Approach Delay, s/veh	53.9			49.3			15.8			1.1		
Approach LOS	D			D			B			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	18.0	19.1	72.0	8.9	20.0	8.6	82.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	13.0	12.0	5.0	66.0	11.0	14.0	5.0	66.0				
Max Q Clear Time (g_c+I2), s	12.0	2.6	2.0	14.2	2.0	4.9	2.7	2.0				
Green Ext Time (p_c), s	0.2	0.0	0.0	5.1	0.0	0.1	0.0	13.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			9.8									
HCM 7th LOS			A									

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	2	600	1050	15
Future Vol, veh/h	0	7	2	600	1050	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	90	90	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	3	667	1167	19
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1838	1167	1185	0	-	0
Stage 1	1167	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	18	184	364	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	18	184	364	-	-	-
Mov Cap-2 Maneuver	18	-	-	-	-	-
Stage 1	205	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	25.49	0.06		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	7	-	184	-	-	
HCM Lane V/C Ratio	0.007	-	0.047	-	-	
HCM Ctrl Dly (s/v)	15	0	25.5	-	-	
HCM Lane LOS	B	A	D	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	602	0	0	1057
Future Vol, veh/h	0	0	602	0	0	1057
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	80	80	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	669	0	0	1174

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1843	669	0
Stage 1	669	-	-
Stage 2	1174	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	82	458	-
Stage 1	509	-	-
Stage 2	294	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	82	458	-
Mov Cap-2 Maneuver	82	-	-
Stage 1	509	-	-
Stage 2	294	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	921
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	35	567	5	35	1022
Future Vol, veh/h	5	35	567	5	35	1022
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	90	80	80	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	44	630	6	44	1136

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1856	633	0
Stage 1	633	-	-
Stage 2	1223	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	81	480	-
Stage 1	529	-	-
Stage 2	278	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	71	480	-
Mov Cap-2 Maneuver	71	-	-
Stage 1	529	-	-
Stage 2	243	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	20.72	0	0.33
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	279	67
HCM Lane V/C Ratio	-	-	0.179	0.046
HCM Ctrl Dly (s/v)	-	-	20.7	9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	30	10	0	30	0	10	0	0	0	0	0
Future Vol, veh/h	0	30	10	0	30	0	10	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	13	0	38	0	13	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	50	0	0	81	81	44	75	88	38
Stage 1	-	-	-	-	-	-	44	44	-	38	38	-
Stage 2	-	-	-	-	-	-	38	38	-	38	50	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1573	-	-	1557	-	-	906	809	1026	915	803	1035
Stage 1	-	-	-	-	-	-	970	858	-	978	864	-
Stage 2	-	-	-	-	-	-	978	864	-	978	853	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1573	-	-	1557	-	-	906	809	1026	915	803	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	809	-	915	803	-
Stage 1	-	-	-	-	-	-	970	858	-	978	864	-
Stage 2	-	-	-	-	-	-	978	864	-	978	853	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			9.03			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	906	1573	-	-	1557	-	-	-				
HCM Lane V/C Ratio	0.014	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	9	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	20	0	10	0	20	0	0	0	0	0
Future Vol, veh/h	0	10	20	0	10	0	20	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	25	0	13	0	25	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	38	0	0	38	38	25	25	50	13
Stage 1	-	-	-	-	-	-	25	25	-	13	13	-
Stage 2	-	-	-	-	-	-	13	13	-	13	38	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1606	-	-	1573	-	-	968	855	1051	986	841	1068
Stage 1	-	-	-	-	-	-	993	874	-	1008	885	-
Stage 2	-	-	-	-	-	-	1008	885	-	1008	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1606	-	-	1573	-	-	968	855	1051	986	841	1068
Mov Cap-2 Maneuver	-	-	-	-	-	-	968	855	-	986	841	-
Stage 1	-	-	-	-	-	-	993	874	-	1008	885	-
Stage 2	-	-	-	-	-	-	1008	885	-	1008	864	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.82			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	968	1606	-	-	1573	-	-	-				
HCM Lane V/C Ratio	0.026	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	8.8	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	-				

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	13	0	0 25 13
Stage 1	-	-	- 13 -
Stage 2	-	-	- 13 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1606	-	- 991 1068
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 1010 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1606	-	- 991 1068
Mov Cap-2 Maneuver	-	-	- 991 -
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 1010 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1606	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	13	0	0 25 13
Stage 1	-	-	- 13 -
Stage 2	-	-	- 13 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1606	-	- 991 1068
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 1010 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1606	-	- 991 1068
Mov Cap-2 Maneuver	-	-	- 991 -
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 1010 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1606	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	6.4	7.2	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	10	0
LT Vol	10	0	0
Through Vol	0	0	0
RT Vol	0	10	0
Lane Flow Rate	13	13	0
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.012	0
Departure Headway (Hd)	4.156	3.356	3.965
Convergence, Y/N	Yes	Yes	Yes
Cap	866	1071	0
Service Time	2.158	1.361	1.969
HCM Lane V/C Ratio	0.015	0.012	0
HCM Control Delay, s/veh	7.2	6.4	7
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

2032 TOTAL LOS

HCM 7th Signalized Intersection Summary

2032 Total AM Peak

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	83	5	52	899	315	0	0	180	171
Future Volume (veh/h)	0	0	0	83	5	52	899	315	0	0	180	171
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1437	1205	1236	1914	1884	0	0	1760	1483
Adj Flow Rate, veh/h				98	6	0	999	350	0	0	212	0
Peak Hour Factor				0.85	0.80	0.80	0.90	0.90	0.80	0.80	0.85	0.85
Percent Heavy Veh, %				35	50	48	4	6	0	0	14	32
Cap, veh/h				262	16		1002	2356	0	0	530	
Arrive On Green				0.24	0.24	0.00	0.75	1.00	0.00	0.00	0.16	0.00
Sat Flow, veh/h				1085	66	1048	1823	3673	0	0	3432	1257
Grp Volume(v), veh/h				104	0	0	999	350	0	0	212	0
Grp Sat Flow(s),veh/h/ln				1151	0	1048	1823	1789	0	0	1672	1257
Q Serve(g_s), s				9.0	0.0	0.0	54.0	0.0	0.0	0.0	6.8	0.0
Cycle Q Clear(g_c), s				9.0	0.0	0.0	54.0	0.0	0.0	0.0	6.8	0.0
Prop In Lane				0.94		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				278	0		1002	2356	0	0	530	
V/C Ratio(X)				0.37	0.00		1.00	0.15	0.00	0.00	0.40	
Avail Cap(c_a), veh/h				278	0		1002	2356	0	0	530	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.59	0.59	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				37.9	0.0	0.0	13.3	0.0	0.0	0.0	45.4	0.0
Incr Delay (d2), s/veh				3.8	0.0	0.0	21.1	0.1	0.0	0.0	2.3	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				4.9	0.0	0.0	25.4	0.0	0.0	0.0	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				41.7	0.0	0.0	34.4	0.1	0.0	0.0	47.6	0.0
LnGrp LOS				D			C	A			D	
Approach Vol, veh/h					104			1349			212	
Approach Delay, s/veh					41.7			25.5			47.6	
Approach LOS					D			C			D	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	85.0			60.0		25.0	35.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	79.0			54.0		19.0	29.0					
Max Q Clear Time (g_c+I1), s	2.0			56.0		8.8	11.0					
Green Ext Time (p_c), s	2.8			0.0		0.9	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh				29.3								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary 2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2032 Total AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰	↱	↰	↱	
Traffic Volume (veh/h)	44	2	740	0	0	0	0	1176	124	34	226	0
Future Volume (veh/h)	44	2	740	0	0	0	0	1176	124	34	226	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1411	1159	1781				0	1856	1322	1055	1811	0
Adj Flow Rate, veh/h	55	2	822				0	1307	146	42	266	0
Peak Hour Factor	0.80	0.80	0.90				0.80	0.90	0.85	0.80	0.85	0.80
Percent Heavy Veh, %	33	50	8				0	3	39	57	6	0
Cap, veh/h	436	16	616				0	1410	448	122	1692	0
Arrive On Green	0.41	0.41	0.41				0.00	0.80	0.80	0.01	0.16	0.00
Sat Flow, veh/h	1067	39	1510				0	3618	1120	1005	3532	0
Grp Volume(v), veh/h	57	0	822				0	1307	146	42	266	0
Grp Sat Flow(s),veh/h/ln	106	0	1510				0	1763	1120	1005	1721	0
Q Serve(g_s), s	3.9	0.0	49.0				0.0	34.4	4.2	0.0	8.0	0.0
Cycle Q Clear(g_c), s	3.9	0.0	49.0				0.0	34.4	4.2	0.0	8.0	0.0
Prop In Lane	0.96		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	451	0	616				0	1410	448	122	1692	0
V/C Ratio(X)	0.13	0.00	1.33				0.00	0.93	0.33	0.34	0.16	0.00
Avail Cap(c_a), veh/h	451	0	616				0	1410	448	122	1692	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.58	0.58	0.92	0.92	0.00
Uniform Delay (d), s/veh	22.1	0.0	35.5				0.0	10.6	7.6	54.0	28.9	0.0
Incr Delay (d2), s/veh	0.1	0.0	160.9				0.0	7.6	1.1	1.5	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	65.5				0.0	8.8	1.8	2.4	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.3	0.0	196.4				0.0	18.3	8.7	55.5	29.1	0.0
LnGrp LOS	C		F					B	A	E	C	
Approach Vol, veh/h	879						1453			308		
Approach Delay, s/veh	185.1						17.3			32.7		
Approach LOS	F						B			C		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	1.0	54.0		55.0			65.0					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	5.0	48.0		49.0			59.0					
Max Q Clear Time (g_c+I2), s	12.0	36.4		51.0			10.0					
Green Ext Time (p_c), s	0.0	7.5		0.0			2.0					
Intersection Summary												
HCM 7th Control Delay, s/veh	75.0											
HCM 7th LOS	E											

HCM 7th Signalized Intersection Summary 3: Sunland Gin Rd & W Arica Conn.

2032 Total AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	0	18	5	0	9	12	1151	2	24	833	65
Future Volume (veh/h)	152	0	18	5	0	9	12	1151	2	24	833	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1070	1870	1900	1870	1870	1870	1900	1885	1870	1870	1870	1307
Adj Flow Rate, veh/h	179	0	22	6	0	11	15	1279	2	30	926	81
Peak Hour Factor	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.80	0.80	0.90	0.80
Percent Heavy Veh, %	56	2	0	2	2	2	0	1	2	2	2	40
Cap, veh/h	248	0	396	181	0	225	247	1483	2	275	1543	135
Arrive On Green	0.15	0.00	0.25	0.04	0.00	0.14	0.04	0.40	0.40	0.10	0.47	0.47
Sat Flow, veh/h	1019	0	1585	1781	0	1585	1810	3669	6	1781	3306	289
Grp Volume(v), veh/h	179	0	22	6	0	11	15	624	657	30	498	509
Grp Sat Flow(s),veh/h/ln	1019	0	1585	1781	0	1585	1810	1791	1884	1781	1777	1818
Q Serve(g_s), s	18.0	0.0	1.3	0.0	0.0	0.7	0.0	38.3	38.3	0.0	24.9	24.9
Cycle Q Clear(g_c), s	18.0	0.0	1.3	0.0	0.0	0.7	0.0	38.3	38.3	0.0	24.9	24.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	248	0	396	181	0	225	247	724	761	275	829	849
V/C Ratio(X)	0.72	0.00	0.06	0.03	0.00	0.05	0.06	0.86	0.86	0.11	0.60	0.60
Avail Cap(c_a), veh/h	248	0	396	181	0	225	247	836	879	275	829	849
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56
Uniform Delay (d), s/veh	45.0	0.0	34.2	51.6	0.0	44.5	35.8	32.7	32.7	44.1	23.7	23.7
Incr Delay (d2), s/veh	9.8	0.0	0.3	0.1	0.0	0.4	0.1	12.9	12.4	0.1	1.8	1.8
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 BackOfQ(95%),veh/ln	9.6	0.0	0.9	0.3	0.0	0.6	0.6	26.2	27.3	1.5	14.9	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.8	0.0	34.5	51.6	0.0	44.9	35.9	45.6	45.1	44.2	25.5	25.5
LnGrp LOS	D		C	D		D	D	D	D	D	C	C
Approach Vol, veh/h	201					17		1296		1037		
Approach Delay, s/veh	52.6					47.3		45.2		26.0		
Approach LOS	D					D		D		C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	23.0	18.5	54.5	11.0	36.0	11.0	62.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	18.0	17.0	5.0	56.0	5.0	30.0	5.0	56.0				
Max Q Clear Time (g_c+Tb), s	20.0	2.7	2.0	40.3	2.0	3.3	2.0	26.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	8.2	0.0	0.1	0.0	8.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	38.0											
HCM 7th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 7th TWSC
4: Sunland Gin Rd & Mountain View Ave

2032 Total AM Peak

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	4	1109	843	5
Future Vol, veh/h	0	2	4	1109	843	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	90	90	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	5	1232	937	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2179	937	943	0	-	0
Stage 1	937	-	-	-	-	-
Stage 2	1242	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	12	327	590	-	-	-
Stage 1	345	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Platoon blocked, %	0	0	0	-	-	-
Mov Cap-1 Maneuver	11	327	590	-	-	-
Mov Cap-2 Maneuver	11	-	-	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	272	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.11	0.05	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	7	-	327	-	-
HCM Lane V/C Ratio	0.008	-	0.008	-	-
HCM Ctrl Dly (s/v)	11.2	0	16.1	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	103	1010	25	347	499
Future Vol, veh/h	7	103	1010	25	347	499
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	300	-	100	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	85	90	80	90	90
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	9	121	1122	31	386	554
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2448	-	0	0	1153	0
Stage 1	1122	-	-	-	-	-
Stage 2	1326	-	-	-	-	-
Critical Hdwy	6.45	-	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	-	-	-	2.218	-
Pot Cap-1 Maneuver	33	0	-	-	606	-
Stage 1	307	0	-	-	-	-
Stage 2	244	0	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	12	-	-	-	606	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	307	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	55.02	0		8.52		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	81	-	606	-
HCM Lane V/C Ratio	-	-	0.109	-	0.637	-
HCM Ctrl Dly (s/v)	-	-	55	0	20.8	-
HCM Lane LOS	-	-	F	A	C	-
HCM 95th %tile Q(veh)	-	-	0.4	-	4.5	-

Intersection						
Int Delay, s/veh	5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	155	880	32	163	343
Future Vol, veh/h	17	155	880	32	163	343
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	85	90	80	85	90
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	21	182	978	40	192	381
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1742	978	0	0	1018	0
Stage 1	978	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.218	-
Pot Cap-1 Maneuver	94	300	-	-	682	-
Stage 1	360	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	67	300	-	-	682	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	32.68	0	4.13			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 238 300	682	-		
HCM Lane V/C Ratio	-	- 0.089 0.608	0.281	-		
HCM Ctrl Dly (s/v)	-	- 21.6 34	12.3	-		
HCM Lane LOS	-	- C D	B	-		
HCM 95th %tile Q(veh)	-	- 0.3 3.7	1.2	-		

HCM 7th TWSC
7: Shedd Rd & Retail Parcel Driveway

2032 Total AM Peak

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	154	10	0	66	0	10	0	0	0	0	96
Future Vol, veh/h	31	154	10	0	66	0	10	0	0	0	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	85	80	80	80	80	80	80	80	80	80	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	5
Mvmt Flow	39	181	13	0	83	0	13	0	0	0	0	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	194	0	0	347	347	187	341	354	83
Stage 1	-	-	-	-	-	-	265	265	-	83	83	-
Stage 2	-	-	-	-	-	-	83	83	-	259	271	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.345
Pot Cap-1 Maneuver	1515	-	-	1380	-	-	607	576	855	613	571	969
Stage 1	-	-	-	-	-	-	740	689	-	926	826	-
Stage 2	-	-	-	-	-	-	926	826	-	746	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1515	-	-	1380	-	-	523	561	855	597	557	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	523	561	-	597	557	-
Stage 1	-	-	-	-	-	-	721	672	-	926	826	-
Stage 2	-	-	-	-	-	-	818	826	-	727	668	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.24	0	12.06	9.21
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	523	1515	-	-	1380	-	-	969
HCM Lane V/C Ratio	0.024	0.026	-	-	-	-	-	0.117
HCM Ctrl Dly (s/v)	12.1	7.4	-	-	0	-	-	9.2
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	74	60	20	0	24	0	20	0	0	0	0	22
Future Vol, veh/h	74	60	20	0	24	0	20	0	0	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	5
Mvmt Flow	93	75	25	0	30	0	25	0	0	0	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	100	0	0	303	303	88	290	315	30
Stage 1	-	-	-	-	-	-	273	273	-	30	30	-
Stage 2	-	-	-	-	-	-	30	30	-	260	285	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.345
Pot Cap-1 Maneuver	1583	-	-	1493	-	-	650	610	971	662	601	1036
Stage 1	-	-	-	-	-	-	733	684	-	987	870	-
Stage 2	-	-	-	-	-	-	987	870	-	745	676	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1583	-	-	1493	-	-	593	573	971	621	563	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	593	573	-	621	563	-
Stage 1	-	-	-	-	-	-	688	642	-	987	870	-
Stage 2	-	-	-	-	-	-	961	870	-	699	634	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	3.56			0			11.33			8.57		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	593	824	-	-	1493	-	-	1036
HCM Lane V/C Ratio	0.042	0.058	-	-	-	-	-	0.027
HCM Ctrl Dly (s/v)	11.3	7.4	0	-	0	-	-	8.6
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	35	17	0	0	7
Future Vol, veh/h	25	35	17	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	31	44	21	0	0	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	21	0	0 128 21
Stage 1	-	-	- 21 -
Stage 2	-	-	- 106 -
Critical Hdwy	4.12	-	- 6.42 6.25
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.345
Pot Cap-1 Maneuver	1594	-	- 867 1048
Stage 1	-	-	- 1001 -
Stage 2	-	-	- 918 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1594	-	- 850 1048
Mov Cap-2 Maneuver	-	-	- 850 -
Stage 1	-	-	- 981 -
Stage 2	-	-	- 918 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.04	0	8.47
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	750	-	-	-	1048
HCM Lane V/C Ratio	0.02	-	-	-	0.008
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	10	10	0	0	7
Future Vol, veh/h	25	10	10	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	31	13	13	0	0	9
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	13	0	-	0	88	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	1606	-	-	-	913	1059
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1606	-	-	-	896	1059
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	948	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	5.2	0		8.43		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1286	-	-	-	-	1059
HCM Lane V/C Ratio	0.019	-	-	-	-	0.008
HCM Ctrl Dly (s/v)	7.3	0	-	-	-	8.4
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0

Intersection

Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	6.4	7.2	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	10	0
LT Vol	10	0	0
Through Vol	0	0	0
RT Vol	0	10	0
Lane Flow Rate	13	13	0
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.012	0
Departure Headway (Hd)	4.156	3.356	3.965
Convergence, Y/N	Yes	Yes	Yes
Cap	866	1071	0
Service Time	2.158	1.361	1.969
HCM Lane V/C Ratio	0.015	0.012	0
HCM Control Delay, s/veh	7.2	6.4	7
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

HCM 7th Signalized Intersection Summary

2032 Total PM Peak

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	87	0	58	905	248	0	0	347	81
Future Volume (veh/h)	0	0	0	87	0	58	905	248	0	0	347	81
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1652	435	1236	1930	1837	0	0	1868	1514
Adj Flow Rate, veh/h				102	0	0	1006	292	0	0	386	0
Peak Hour Factor				0.85	0.80	0.80	0.90	0.85	0.80	0.80	0.90	0.85
Percent Heavy Veh, %				21	100	48	3	9	0	0	7	30
Cap, veh/h				155	0		654	1833	0	0	710	
Arrive On Green				0.38	0.00	0.00	0.46	0.88	0.00	0.00	0.20	0.00
Sat Flow, veh/h				414	0	1048	1838	3583	0	0	3643	1283
Grp Volume(v), veh/h				102	0	0	1006	292	0	0	386	0
Grp Sat Flow(s),veh/h/ln				414	0	1048	1838	1745	0	0	1775	1283
Q Serve(g_s), s				24.5	0.0	0.0	33.0	1.4	0.0	0.0	11.7	0.0
Cycle Q Clear(g_c), s				24.5	0.0	0.0	33.0	1.4	0.0	0.0	11.7	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				155	0		654	1833	0	0	710	
V/C Ratio(X)				0.66	0.00		1.54	0.16	0.00	0.00	0.54	
Avail Cap(c_a), veh/h				155	0		654	1833	0	0	710	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.13	0.13	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				31.1	0.0	0.0	28.0	3.6	0.0	0.0	43.1	0.0
Incr Delay (d2), s/veh				19.7	0.0	0.0	243.6	0.0	0.0	0.0	3.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				5.6	0.0	0.0	76.7	0.9	0.0	0.0	9.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				50.8	0.0	0.0	271.6	3.6	0.0	0.0	46.1	0.0
LnGrp LOS				D			F	A			D	
Approach Vol, veh/h					102			1298			386	
Approach Delay, s/veh					50.8			211.3			46.1	
Approach LOS					D			F			D	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	69.0			39.0		30.0	51.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	63.0			33.0		24.0	45.0					
Max Q Clear Time (g_c+I1), s	3.4			35.0		13.7	26.5					
Green Ext Time (p_c), s	2.3			0.0		1.9	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh	166.4											
HCM 7th LOS	F											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary 2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2032 Total PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱					↰	↱	↰	↱	
Traffic Volume (veh/h)	75	6	1114	0	0	0	0	1097	140	43	377	0
Future Volume (veh/h)	75	6	1114	0	0	0	0	1097	140	43	377	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1455	1604	1841				0	1870	1530	1144	1826	0
Adj Flow Rate, veh/h	88	8	1238				0	1219	165	54	419	0
Peak Hour Factor	0.85	0.80	0.90				0.80	0.90	0.85	0.80	0.90	0.80
Percent Heavy Veh, %	30	20	4				0	2	25	51	5	0
Cap, veh/h	632	58	702				0	1241	453	116	1561	0
Arrive On Green	0.45	0.45	0.45				0.00	0.70	0.70	0.02	0.15	0.00
Sat Flow, veh/h	1406	128	1560				0	3647	1296	1090	3561	0
Grp Volume(v), veh/h	96	0	1238				0	1219	165	54	419	0
Grp Sat Flow(s),veh/h/ln	1533	0	1560				0	1777	1296	1090	1735	0
Q Serve(g_s), s	4.4	0.0	54.0				0.0	39.5	6.2	0.0	12.9	0.0
Cycle Q Clear(g_c), s	4.4	0.0	54.0				0.0	39.5	6.2	0.0	12.9	0.0
Prop In Lane	0.92		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	690	0	702				0	1241	453	116	1561	0
V/C Ratio(X)	0.14	0.00	1.76				0.00	0.98	0.36	0.47	0.27	0.00
Avail Cap(c_a), veh/h	690	0	702				0	1244	454	116	1561	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.80	0.80	0.81	0.81	0.00
Uniform Delay (d), s/veh	19.4	0.0	33.0				0.0	17.7	12.7	56.0	33.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	349.4				0.0	19.0	1.8	10.5	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	136.8				0.0	17.6	3.2	3.5	9.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	0.0	382.4				0.0	36.7	14.5	66.5	33.9	0.0
LnGrp LOS	B		F					D	B	E	C	
Approach Vol, veh/h	1334						1384			473		
Approach Delay, s/veh	356.3						34.1			37.6		
Approach LOS	F						C			D		
Timer - Assigned Phs	1	2		4			6					
Phs Duration (G+Y+Rc), s	42.1	47.9		60.0			60.0					
Change Period (Y+Rc), s	6.0	6.0		6.0			6.0					
Max Green Setting (Gmax), s	42.0	42.0		54.0			54.0					
Max Q Clear Time (g_c+I2, s)	41.5	41.5		56.0			14.9					
Green Ext Time (p_c), s	0.0	0.4		0.0			3.3					
Intersection Summary												
HCM 7th Control Delay, s/veh	169.3											
HCM 7th LOS	F											

HCM 7th Signalized Intersection Summary 3: Sunland Gin Rd & W Arica Conn.

2032 Total PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	0	34	3	0	7	18	1106	2	28	1292	111
Future Volume (veh/h)	95	0	34	3	0	7	18	1106	2	28	1292	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1070	1870	1900	1870	1870	1870	1900	1885	1870	1870	1870	1307
Adj Flow Rate, veh/h	112	0	42	4	0	9	22	1229	2	35	1436	131
Peak Hour Factor	0.85	0.80	0.80	0.80	0.80	0.80	0.80	0.90	0.80	0.80	0.90	0.85
Percent Heavy Veh, %	56	2	0	2	2	2	0	1	2	2	2	40
Cap, veh/h	178	0	185	206	0	159	259	2018	3	394	2101	191
Arrive On Green	0.04	0.00	0.12	0.02	0.00	0.10	0.02	0.55	0.55	0.22	1.00	1.00
Sat Flow, veh/h	1019	0	1585	1781	0	1585	1810	3669	6	1781	3295	299
Grp Volume(v), veh/h	112	0	42	4	0	9	22	600	631	35	771	796
Grp Sat Flow(s),veh/h/ln	1019	0	1585	1781	0	1585	1810	1791	1884	1781	1777	1817
Q Serve(g_s), s	0.0	0.0	2.9	0.0	0.0	0.6	0.7	27.2	27.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.9	0.0	0.0	0.6	0.7	27.2	27.2	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	178	0	185	206	0	159	259	985	1036	394	1133	1158
V/C Ratio(X)	0.63	0.00	0.23	0.02	0.00	0.06	0.09	0.61	0.61	0.09	0.68	0.69
Avail Cap(c_a), veh/h	247	0	185	327	0	159	295	985	1036	394	1133	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	51.3	0.0	48.1	48.7	0.0	48.9	14.2	18.3	18.3	19.3	0.0	0.0
Incr Delay (d2), s/veh	3.6	0.0	2.8	0.0	0.0	0.7	0.1	2.8	2.7	0.0	0.3	0.3
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 BackOfQ(95%),veh/ln	6.2	0.0	2.3	0.2	0.0	0.5	0.6	17.5	18.2	0.9	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.0	0.0	50.9	48.8	0.0	49.6	14.3	21.1	20.9	19.3	0.3	0.3
LnGrp LOS	D		D	D		D	B	C	C	B	A	A
Approach Vol, veh/h	154			13			1253			1602		
Approach Delay, s/veh	53.9			49.3			20.9			0.7		
Approach LOS	D			D			C			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	18.0	19.1	72.0	8.9	20.0	8.6	82.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.0	12.0	5.0	66.0	11.0	14.0	5.0	66.0				
Max Q Clear Time (g_c+I2), s	12.0	2.6	2.0	29.2	2.0	4.9	2.7	2.0				
Green Ext Time (p_c), s	0.2	0.0	0.0	11.5	0.0	0.1	0.0	20.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.0											
HCM 7th LOS	B											

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	2	1097	1318	15
Future Vol, veh/h	0	7	2	1097	1318	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	90	90	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	3	1219	1464	19

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2688	1464	1483
Stage 1	1464	-	-
Stage 2	1224	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	24	159	460
Stage 1	214	-	-
Stage 2	281	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	24	159	460
Mov Cap-2 Maneuver	24	-	-
Stage 1	211	-	-
Stage 2	281	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.93	0.03	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	4	-	159	-	-
HCM Lane V/C Ratio	0.005	-	0.055	-	-
HCM Ctrl Dly (s/v)	12.9	0	28.9	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	342	757	10	132	1193
Future Vol, veh/h	25	342	757	10	132	1193
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	None
Storage Length	0	300	-	100	275	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	90	90	80	85	90
Heavy Vehicles, %	3	3	2	7	7	2
Mvmt Flow	31	380	841	13	155	1326

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2477	-	0
Stage 1	841	-	-
Stage 2	1636	-	-
Critical Hdwy	6.43	-	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	-	-
Pot Cap-1 Maneuver	33	0	-
Stage 1	421	0	-
Stage 2	174	0	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 26	-	-
Mov Cap-2 Maneuver	125	-	-
Stage 1	421	-	-
Stage 2	138	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	43.13	0	1.14
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	125	-
HCM Lane V/C Ratio	-	-	0.25	-
HCM Ctrl Dly (s/v)	-	-	43.1	-
HCM Lane LOS	-	-	E	-
HCM 95th %tile Q(veh)	-	-	0.9	-

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	190	577	20	171	1047
Future Vol, veh/h	33	190	577	20	171	1047
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	100	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	85	90	80	85	90
Heavy Vehicles, %	3	3	2	2	7	2
Mvmt Flow	41	224	641	25	201	1163

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2207	641	0
Stage 1	641	-	-
Stage 2	1566	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	48	473	-
Stage 1	523	-	-
Stage 2	188	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 38	473	-
Mov Cap-2 Maneuver	135	-	-
Stage 1	523	-	-
Stage 2	146	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	22.97	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 135 473	900	-
HCM Lane V/C Ratio	-	- 0.306 0.473	0.224	-
HCM Ctrl Dly (s/v)	-	- 43.1 19.3	10.1	-
HCM Lane LOS	-	- E C	B	-
HCM 95th %tile Q(veh)	-	- 1.2 2.5	0.9	-

Notes	
~: Volume exceeds capacity	\$. Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

HCM 7th TWSC
7: Shedd Rd & Retail Parcel Driveway

2032 Total PM Peak

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	78	10	0	153	0	10	0	0	0	0	60
Future Vol, veh/h	102	78	10	0	153	0	10	0	0	0	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	80	80	85	80	80	80	80	80	80	80
Heavy Vehicles, %	7	2	2	2	2	2	2	2	2	3	2	2
Mvmt Flow	120	92	13	0	180	0	13	0	0	0	0	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	104	0	0	518	518	98	512	524	180
Stage 1	-	-	-	-	-	-	338	338	-	180	180	-
Stage 2	-	-	-	-	-	-	180	180	-	332	344	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.12	6.52	6.22	7.13	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.52	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.518	4.018	3.318	3.527	4.018	3.318
Pot Cap-1 Maneuver	1366	-	-	1487	-	-	468	462	958	471	458	863
Stage 1	-	-	-	-	-	-	676	641	-	819	750	-
Stage 2	-	-	-	-	-	-	822	750	-	680	637	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1366	-	-	1487	-	-	390	421	958	430	418	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	390	421	-	430	418	-
Stage 1	-	-	-	-	-	-	617	584	-	819	750	-
Stage 2	-	-	-	-	-	-	750	750	-	620	581	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	4.22			0			14.54			9.57		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	390	1366	-	-	1487	-	-	863
HCM Lane V/C Ratio	0.032	0.088	-	-	-	-	-	0.087
HCM Ctrl Dly (s/v)	14.5	7.9	-	-	0	-	-	9.6
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	30	20	0	59	0	20	0	0	0	0	74
Future Vol, veh/h	29	30	20	0	59	0	20	0	0	0	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	7	2	2	2	2	2	2	2	2	3	2	2
Mvmt Flow	36	38	25	0	74	0	25	0	0	0	0	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	63	0	0	196	196	50	184	209	74
Stage 1	-	-	-	-	-	-	123	123	-	74	74	-
Stage 2	-	-	-	-	-	-	74	74	-	110	135	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.12	6.52	6.22	7.13	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.52	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.518	4.018	3.318	3.527	4.018	3.318
Pot Cap-1 Maneuver	1495	-	-	1540	-	-	763	699	1018	775	688	988
Stage 1	-	-	-	-	-	-	882	794	-	933	834	-
Stage 2	-	-	-	-	-	-	936	834	-	893	785	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1495	-	-	1540	-	-	674	682	1018	756	671	988
Mov Cap-2 Maneuver	-	-	-	-	-	-	674	682	-	756	671	-
Stage 1	-	-	-	-	-	-	859	774	-	933	834	-
Stage 2	-	-	-	-	-	-	848	834	-	870	765	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.74			0			10.55			9.02		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	674	612	-	-	1540	-	-	988
HCM Lane V/C Ratio	0.037	0.024	-	-	-	-	-	0.094
HCM Ctrl Dly (s/v)	10.5	7.5	0	-	0	-	-	9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

HCM 7th TWSC
9: Shedd Rd & Driveway B

2032 Total PM Peak

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	20	34	0	0	25
Future Vol, veh/h	10	20	34	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	7	2	2	2	3	2
Mvmt Flow	13	25	43	0	0	31
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	43	0	-	0	93	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	4.17	-	-	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.263	-	-	-	3.527	3.318
Pot Cap-1 Maneuver	1535	-	-	-	905	1028
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	898	1028
Mov Cap-2 Maneuver	-	-	-	-	898	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	970	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	2.45	0		8.61		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	600	-	-	-	-	1028
HCM Lane V/C Ratio	0.008	-	-	-	-	0.03
HCM Ctrl Dly (s/v)	7.4	0	-	-	-	8.6
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	10	0	0	24
Future Vol, veh/h	10	10	10	0	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	7	2	2	2	3	2
Mvmt Flow	13	13	13	0	0	30

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	13	0	0 50 13
Stage 1	-	-	- 13 -
Stage 2	-	-	- 38 -
Critical Hdwy	4.17	-	- 6.43 6.22
Critical Hdwy Stg 1	-	-	- 5.43 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	2.263	-	- 3.527 3.318
Pot Cap-1 Maneuver	1574	-	- 957 1068
Stage 1	-	-	- 1008 -
Stage 2	-	-	- 982 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1574	-	- 949 1068
Mov Cap-2 Maneuver	-	-	- 949 -
Stage 1	-	-	- 1000 -
Stage 2	-	-	- 982 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.65	0	8.47
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	900	-	-	-	1068
HCM Lane V/C Ratio	0.008	-	-	-	0.028
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	10	0	0	0
Future Vol, veh/h	0	10	10	0	0	0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	13	0	0	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	6.4	7.2	0
HCM LOS	A	A	-

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	100%	0%	0%
Vol Thru, %	0%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	10	10	0
LT Vol	10	0	0
Through Vol	0	0	0
RT Vol	0	10	0
Lane Flow Rate	13	13	0
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.012	0
Departure Headway (Hd)	4.156	3.356	3.965
Convergence, Y/N	Yes	Yes	Yes
Cap	866	1071	0
Service Time	2.158	1.361	1.969
HCM Lane V/C Ratio	0.015	0.012	0
HCM Control Delay, s/veh	7.2	6.4	7
HCM Lane LOS	A	A	N
HCM 95th-tile Q	0	0	0

APPENDIX K: 2032 TOTAL MITIGATION LOS

HCM 7th Signalized Intersection Summary

2032 Total Mitigated AM Peak

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	83	5	52	899	315	0	0	180	171
Future Volume (veh/h)	0	0	0	83	5	52	899	315	0	0	180	171
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1437	1205	1236	1914	1884	0	0	1760	1483
Adj Flow Rate, veh/h				98	6	0	999	350	0	0	212	0
Peak Hour Factor				0.85	0.80	0.80	0.90	0.90	0.80	0.80	0.85	0.85
Percent Heavy Veh, %				35	50	48	4	6	0	0	14	32
Cap, veh/h				262	16		1096	2356	0	0	998	
Arrive On Green				0.24	0.24	0.00	0.52	1.00	0.00	0.00	0.30	0.00
Sat Flow, veh/h				1085	66	1048	3537	3673	0	0	3432	1257
Grp Volume(v), veh/h				104	0	0	999	350	0	0	212	0
Grp Sat Flow(s),veh/h/ln				1151	0	1048	1768	1789	0	0	1672	1257
Q Serve(g_s), s				9.0	0.0	0.0	31.0	0.0	0.0	0.0	5.7	0.0
Cycle Q Clear(g_c), s				9.0	0.0	0.0	31.0	0.0	0.0	0.0	5.7	0.0
Prop In Lane				0.94		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				278	0		1096	2356	0	0	998	
V/C Ratio(X)				0.37	0.00		0.91	0.15	0.00	0.00	0.21	
Avail Cap(c_a), veh/h				278	0		1592	2356	0	0	998	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.84	0.84	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				37.9	0.0	0.0	27.5	0.0	0.0	0.0	31.5	0.0
Incr Delay (d2), s/veh				3.8	0.0	0.0	5.2	0.1	0.0	0.0	0.5	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				4.9	0.0	0.0	17.0	0.1	0.0	0.0	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				41.7	0.0	0.0	32.7	0.1	0.0	0.0	32.0	0.0
LnGrp LOS				D			C	A			C	
Approach Vol, veh/h					104			1349			212	
Approach Delay, s/veh					41.7			24.2			32.0	
Approach LOS					D			C			C	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	85.0			43.2		41.8	35.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	79.0			54.0		19.0	29.0					
Max Q Clear Time (g_c+I1), s	2.0			33.0		7.7	11.0					
Green Ext Time (p_c), s	2.8			4.2		1.0	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh				26.3								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Synchro 12 Report

Page 1

HCM 7th Signalized Intersection Summary 2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2032 Total Mitigated AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	2	740	0	0	0	0	1176	124	34	226	0
Future Volume (veh/h)	44	2	740	0	0	0	0	1176	124	34	226	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1411	1159	1781				0	1856	1322	1055	1811	0
Adj Flow Rate, veh/h	55	2	822				0	1307	146	42	266	0
Peak Hour Factor	0.80	0.80	0.90				0.80	0.90	0.85	0.80	0.85	0.80
Percent Heavy Veh, %	33	50	8				0	3	39	57	6	0
Cap, veh/h	361	13	898				0	1410	448	192	1933	0
Arrive On Green	0.34	0.34	0.34				0.00	0.80	0.80	0.22	1.00	0.00
Sat Flow, veh/h	1067	39	2657				0	3618	1120	1005	3532	0
Grp Volume(v), veh/h	57	0	822				0	1307	146	42	266	0
Grp Sat Flow(s),veh/h/ln	1106	0	1329				0	1763	1120	1005	1721	0
Q Serve(g_s), s	4.3	0.0	35.6				0.0	34.4	4.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	35.6				0.0	34.4	4.2	0.0	0.0	0.0
Prop In Lane	0.96		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	374	0	898				0	1410	448	192	1933	0
V/C Ratio(X)	0.15	0.00	0.91				0.00	0.93	0.33	0.22	0.14	0.00
Avail Cap(c_a), veh/h	451	0	1085				0	1410	448	192	1933	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.58	0.58	0.98	0.98	0.00
Uniform Delay (d), s/veh	27.7	0.0	38.1				0.0	10.6	7.6	38.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	10.5				0.0	7.6	1.1	0.6	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.0	17.7				0.0	8.8	1.8	1.8	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	0.0	48.5				0.0	18.3	8.7	39.2	0.1	0.0
LnGrp LOS	C		D					B	A	D	A	
Approach Vol, veh/h	879							1453		308		
Approach Delay, s/veh	47.2							17.3		5.5		
Approach LOS	D							B		A		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	19.4	54.0	46.6		73.4							
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0							
Max Green Setting (Gmax), s	5.0	48.0	49.0		59.0							
Max Q Clear Time (g_c+I2, s)	12.0	36.4	37.6		2.0							
Green Ext Time (p_c), s	0.0	7.5	3.0		2.0							

Intersection Summary												
HCM 7th Control Delay, s/veh			25.9									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Summary 5: Sunland Gin Rd & Access A

2032 Total Mitigated AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	103	1010	25	347	499
Future Volume (veh/h)	7	103	1010	25	347	499
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1826	1826	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	0	1122	31	386	554
Peak Hour Factor	0.80	0.85	0.90	0.80	0.90	0.90
Percent Heavy Veh, %	5	5	2	2	2	2
Cap, veh/h	20		1081	916	421	1569
Arrive On Green	0.01	0.00	0.58	0.58	0.19	0.84
Sat Flow, veh/h	1739	1547	1870	1585	1781	1870
Grp Volume(v), veh/h	9	0	1122	31	386	554
Grp Sat Flow(s),veh/h/ln	1739	1547	1870	1585	1781	1870
Q Serve(g_s), s	0.4	0.0	46.2	0.7	12.9	5.4
Cycle Q Clear(g_c), s	0.4	0.0	46.2	0.7	12.9	5.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	20		1081	916	421	1569
V/C Ratio(X)	0.46		1.04	0.03	0.92	0.35
Avail Cap(c_a), veh/h	456		1081	916	424	1569
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.40	0.40	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	16.9	7.3	26.3	1.5
Incr Delay (d2), s/veh	15.6	0.0	28.3	0.0	24.4	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	28.7	0.3	14.4	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.9	0.0	45.2	7.3	50.7	2.1
LnGrp LOS	D		F	A	D	A
Approach Vol, veh/h	9		1153			940
Approach Delay, s/veh	54.9		44.1			22.1
Approach LOS	D		D			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	20.9	52.2			73.1	6.9
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	15.0	26.0			47.0	21.0
Max Q Clear Time (g_c+I1), s	14.9	48.2			7.4	2.4
Green Ext Time (p_c), s	0.0	0.0			3.4	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			34.3			
HCM 7th LOS			C			
Notes						
User approved pedestrian interval to be less than phase max green.						
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 7th Signalized Intersection Summary 6: Sunland Gin Rd & Shedd Rd

2032 Total Mitigated AM Peak

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	17	155	880	32	163	343
Future Volume (veh/h)	17	155	880	32	163	343
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1826	1826	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	182	978	40	192	381
Peak Hour Factor	0.80	0.85	0.90	0.80	0.85	0.90
Percent Heavy Veh, %	5	5	2	2	2	2
Cap, veh/h	245	218	1118	948	276	1357
Arrive On Green	0.14	0.14	0.60	0.60	0.06	0.73
Sat Flow, veh/h	1739	1547	1870	1585	1781	1870
Grp Volume(v), veh/h	21	182	978	40	192	381
Grp Sat Flow(s), veh/h/ln	1739	1547	1870	1585	1781	1870
Q Serve(g_s), s	0.9	10.3	39.7	0.9	3.5	6.3
Cycle Q Clear(g_c), s	0.9	10.3	39.7	0.9	3.5	6.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	245	218	1118	948	276	1357
V/C Ratio(X)	0.09	0.83	0.87	0.04	0.70	0.28
Avail Cap(c_a), veh/h	464	413	1118	948	306	1357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.96	0.96
Uniform Delay (d), s/veh	33.6	37.6	15.3	7.5	19.2	4.3
Incr Delay (d2), s/veh	0.1	8.1	9.6	0.1	5.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	7.7	22.3	0.6	4.9	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	33.8	45.7	24.9	7.6	25.0	4.8
LnGrp LOS	C	D	C	A	C	A
Approach Vol, veh/h	203		1018		573	
Approach Delay, s/veh	44.4		24.2		11.5	
Approach LOS	D		C		B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.5	59.8			71.3	18.7
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	7.0	41.0			54.0	24.0
Max Q Clear Time (g_c+I1), s	15.5	41.7			8.3	12.3
Green Ext Time (p_c), s	0.1	0.0			2.1	0.5
Intersection Summary						
HCM 7th Control Delay, s/veh			22.4			
HCM 7th LOS			C			

HCM 7th Signalized Intersection Summary

2032 Total PM Peak

1: Sunland Gin Rd & I-10 WB On Ramp/I-10 WB Off Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	87	0	58	905	248	0	0	347	81
Future Volume (veh/h)	0	0	0	87	0	58	905	248	0	0	347	81
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.04	1.04
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach				No			No				No	
Adj Sat Flow, veh/h/ln				1652	435	1236	1930	1837	0	0	1868	1514
Adj Flow Rate, veh/h				102	0	0	1006	292	0	0	386	0
Peak Hour Factor				0.85	0.80	0.80	0.90	0.85	0.80	0.80	0.90	0.85
Percent Heavy Veh, %				21	100	48	3	9	0	0	7	30
Cap, veh/h				152	0		1010	1862	0	0	710	
Arrive On Green				0.37	0.00	0.00	0.47	0.89	0.00	0.00	0.20	0.00
Sat Flow, veh/h				414	0	1048	3565	3583	0	0	3643	1283
Grp Volume(v), veh/h				102	0	0	1006	292	0	0	386	0
Grp Sat Flow(s),veh/h/ln				414	0	1048	1783	1745	0	0	1775	1283
Q Serve(g_s), s				24.8	0.0	0.0	33.7	1.3	0.0	0.0	11.7	0.0
Cycle Q Clear(g_c), s				24.8	0.0	0.0	33.7	1.3	0.0	0.0	11.7	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				152	0		1010	1862	0	0	710	
V/C Ratio(X)				0.67	0.00		1.00	0.16	0.00	0.00	0.54	
Avail Cap(c_a), veh/h				152	0		1010	1862	0	0	710	
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.13	0.13	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				31.9	0.0	0.0	31.5	3.1	0.0	0.0	43.1	0.0
Incr Delay (d2), s/veh				21.2	0.0	0.0	9.3	0.0	0.0	0.0	3.0	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				5.8	0.0	0.0	15.9	0.8	0.0	0.0	9.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				53.2	0.0	0.0	40.8	3.2	0.0	0.0	46.1	0.0
LnGrp LOS				D			D	A			D	
Approach Vol, veh/h					102			1298			386	
Approach Delay, s/veh					53.2			32.3			46.1	
Approach LOS					D			C			D	
Timer - Assigned Phs	2			5		6	8					
Phs Duration (G+Y+Rc), s	70.0			40.0		30.0	50.0					
Change Period (Y+Rc), s	6.0			6.0		6.0	6.0					
Max Green Setting (Gmax), s	64.0			34.0		24.0	44.0					
Max Q Clear Time (g_c+I1), s	3.3			35.7		13.7	26.8					
Green Ext Time (p_c), s	2.3			0.0		1.9	0.4					
Intersection Summary												
HCM 7th Control Delay, s/veh				36.5								
HCM 7th LOS				D								
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

2: Sunland Gin Rd & I-10 EB Off Ramp/I-10 EB On Ramp

2032 Total PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↔↔					↕↕	↔	↔	↕↕	
Traffic Volume (veh/h)	75	6	1114	0	0	0	0	1097	140	43	377	0
Future Volume (veh/h)	75	6	1114	0	0	0	0	1097	140	43	377	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1455	1604	1841				0	1870	1530	1144	1826	0
Adj Flow Rate, veh/h	88	8	1238				0	1219	165	54	419	0
Peak Hour Factor	0.85	0.80	0.90				0.80	0.90	0.85	0.80	0.90	0.80
Percent Heavy Veh, %	30	20	4				0	2	25	51	5	0
Cap, veh/h	644	59	1258				0	1244	454	111	1532	0
Arrive On Green	0.46	0.46	0.46				0.00	0.70	0.70	0.03	0.30	0.00
Sat Flow, veh/h	1406	128	2745				0	3647	1296	1090	3561	0
Grp Volume(v), veh/h	96	0	1238				0	1219	165	54	419	0
Grp Sat Flow(s),veh/h/ln	1533	0	1373				0	1777	1296	1090	1735	0
Q Serve(g_s), s	4.3	0.0	53.4				0.0	39.3	6.1	3.7	11.1	0.0
Cycle Q Clear(g_c), s	4.3	0.0	53.4				0.0	39.3	6.1	3.7	11.1	0.0
Prop In Lane	0.92		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	703	0	1258				0	1244	454	111	1532	0
V/C Ratio(X)	0.14	0.00	0.98				0.00	0.98	0.36	0.49	0.27	0.00
Avail Cap(c_a), veh/h	703	0	1258				0	1244	454	111	1532	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.80	0.80	0.81	0.81	0.00
Uniform Delay (d), s/veh	18.8	0.0	32.1				0.0	17.6	12.6	30.5	27.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	21.5				0.0	18.6	1.8	11.9	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	26.8				0.0	17.4	3.2	2.4	8.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	0.0	53.5				0.0	36.2	14.4	42.4	27.9	0.0
LnGrp LOS	B		D				D		B	D	C	
Approach Vol, veh/h	1334						1384			473		
Approach Delay, s/veh	51.0						33.6			29.5		
Approach LOS	D						C			C		
Timer - Assigned Phs	1	2	4		6							
Phs Duration (G+Y+Rc), s	1.0	48.0	61.0		59.0							
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0							
Max Green Setting (Gmax), s	5.0	42.0	55.0		53.0							
Max Q Clear Time (g_c+I1), s	15.7	41.3	55.4		13.1							
Green Ext Time (p_c), s	0.0	0.5	0.0		3.3							
Intersection Summary												
HCM 7th Control Delay, s/veh		40.3										
HCM 7th LOS		D										

HCM 7th Signalized Intersection Summary 5: Sunland Gin Rd & Access A

2032 Total PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	342	757	10	132	1193
Future Volume (veh/h)	25	342	757	10	132	1193
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1870	1796	1796	1870
Adj Flow Rate, veh/h	31	0	841	12	155	1326
Peak Hour Factor	0.80	0.90	0.90	0.80	0.85	0.90
Percent Heavy Veh, %	3	3	2	7	7	2
Cap, veh/h	53		1338	1089	473	1565
Arrive On Green	0.03	0.00	0.72	0.72	0.05	0.84
Sat Flow, veh/h	1767	1572	1870	1522	1711	1870
Grp Volume(v), veh/h	31	0	841	12	155	1326
Grp Sat Flow(s),veh/h/ln	1767	1572	1870	1522	1711	1870
Q Serve(g_s), s	1.6	0.0	20.9	0.2	1.9	35.8
Cycle Q Clear(g_c), s	1.6	0.0	20.9	0.2	1.9	35.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	53		1338	1089	473	1565
V/C Ratio(X)	0.59		0.63	0.01	0.33	0.85
Avail Cap(c_a), veh/h	353		1338	1089	589	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.74	0.74	1.00	1.00
Uniform Delay (d), s/veh	43.1	0.0	6.6	3.7	6.0	4.1
Incr Delay (d2), s/veh	9.9	0.0	1.7	0.0	0.4	5.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	9.1	0.1	1.1	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	53.0	0.0	8.3	3.7	6.4	10.0
LnGrp LOS	D		A	A	A	B
Approach Vol, veh/h	31		853			1481
Approach Delay, s/veh	53.0		8.2			9.6
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.9	70.4			81.3	8.7
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	11.0	43.0			60.0	18.0
Max Q Clear Time (g_c+l1), s	3.9	22.9			37.8	3.6
Green Ext Time (p_c), s	0.2	5.5			12.6	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			9.7			
HCM 7th LOS			A			
Notes						
User approved pedestrian interval to be less than phase max green.						
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 7th Signalized Intersection Summary 6: Sunland Gin Rd & Shedd Rd

2032 Total PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	33	190	577	20	171	1047
Future Volume (veh/h)	33	190	577	20	171	1047
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1796	1870
Adj Flow Rate, veh/h	41	224	641	25	201	1163
Peak Hour Factor	0.80	0.85	0.90	0.80	0.85	0.90
Percent Heavy Veh, %	3	3	2	2	7	2
Cap, veh/h	301	268	986	836	428	1269
Arrive On Green	0.17	0.17	0.53	0.53	0.08	0.68
Sat Flow, veh/h	1767	1572	1870	1585	1711	1870
Grp Volume(v), veh/h	41	224	641	25	201	1163
Grp Sat Flow(s), veh/h/ln	1767	1572	1870	1585	1711	1870
Q Serve(g_s), s	1.6	11.0	19.6	0.6	3.9	42.0
Cycle Q Clear(g_c), s	1.6	11.0	19.6	0.6	3.9	42.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	301	268	986	836	428	1269
V/C Ratio(X)	0.14	0.84	0.65	0.03	0.47	0.92
Avail Cap(c_a), veh/h	533	474	986	836	513	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	31.9	13.5	9.0	10.3	10.9
Incr Delay (d2), s/veh	0.2	6.8	3.3	0.1	0.8	11.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	8.0	11.9	0.4	2.0	20.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.2	38.7	16.9	9.1	11.1	22.7
LnGrp LOS	C	D	B	A	B	C
Approach Vol, veh/h	265		666			1364
Approach Delay, s/veh	37.1		16.6			21.0
Approach LOS	D		B			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.1	47.9			60.0	19.6
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	10.0	38.0			54.0	24.0
Max Q Clear Time (g_c+1.5s), s	15.9	21.6			44.0	13.0
Green Ext Time (p_c), s	0.2	3.5			5.9	0.6
Intersection Summary						
HCM 7th Control Delay, s/veh			21.5			
HCM 7th LOS			C			

APPENDIX L: TRAFFIC SIGNAL WARRANT ANALYSIS

TRAFFIC SIGNAL WARRANT TOOL



RESULTS

INFORMATION	
Intersection:	Sunland Gin Road & Access A
File Number: 2024-021	Date of Count:
Condition: 2027 Total	
Major Street: Sunland Gin Road	2 or more lanes
Minor Street: Access A	2 or more lanes
TRAFFIC SIGNAL WARRANT	
Warrant 1, Eight-Hour Vehicular Volume	YES
Warrant 2, Four-Hour Vehicular Volume	YES
Warrant 3, Peak Hour	NOT CONSIDERED
Warrant 4, Pedestrian Volume	NOT CONSIDERED
Warrant 5, School Crossing	NOT CONSIDERED
Warrant 6, Coordinated Signal System	NOT CONSIDERED
Warrant 7, Crash Experience	NOT CONSIDERED
Warrant 8, Roadway Network	NOT CONSIDERED
MULTI-WAY STOP WARRANT	
	NOT CONSIDERED

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal. If a warrant or warrants are met, an engineering study and judgement decide if a traffic signal should be installed.

Warrant 1, Eight-Hour Vehicular Volume ¹			
	Condition A Minimum Vehicular Volume	Condition B Interruption of Continuous Traffic	Combination of Conditions A & B ²
Condition Satisfied?	NO	YES	NO
# Hours Met?	0	12	3 13
Criteria - Major (vph)	420	630	336 504
Criteria - Minor (vph)	140	70	112 56

1. It is intended that **Warrant 1, Eight-Hour Vehicular Volume** be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

2. Combination of Conditions A & B should be applied only after adequate trial of other remedial measures.

Warrant 2, Four-Hour Vehicular Volume ³	
Condition Satisfied?	YES
# Hours Met?	12
Applicable Figure/Plot Line:	Figure 4C-2/2&2

3. **Warrant 2, Four-Hour Vehicular Volume** signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

TRAFFIC SIGNAL WARRANT TOOL



TRAFFIC VOLUMES		
Hour Begin Time	Major Street Volume (vph)	Minor Street Volume (vph) Highest Approach
12:00 AM	78	5
1:00 AM	62	8
2:00 AM	39	6
3:00 AM	80	8
4:00 AM	172	18
5:00 AM	360	46
6:00 AM	984	90
7:00 AM	1,575	100
8:00 AM	1,460	95
9:00 AM	1,116	110
10:00 AM	1,157	92
11:00 AM	1,290	111
12:00 PM	1,396	132
1:00 PM	1,390	94
2:00 PM	1,551	107
3:00 PM	1,748	137
4:00 PM	2,048	112
5:00 PM	2,022	103
6:00 PM	1,599	58
7:00 PM	1,109	19
8:00 PM	991	12
9:00 PM	784	35
10:00 PM	409	13
11:00 PM	252	15
MAX	2,048	137
8th Highest	1,396	100

TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Access A
File Number:	2024-021		
Condition:	2027 Total		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Access A		2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000?			Yes

Warrant 1, Eight-Hour Vehicular Volume ¹ Results				
WARRANT 1 SATISFIED? YES				
	Condition A Minimum Vehicular Volume	Condition B Interruption of Continuous Traffic	Combination of Conditions A & B ²	
Condition Satisfied?	NO	YES	NO	
# Hours Met?	0	12	3	13
Criteria - Major (vph)	420	630	336	504
Criteria - Minor (vph)	140	70	112	56

1. It is intended that **Warrant 1, Eight-Hour Vehicular Volume** be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

2. Combination of Conditions A & B should be applied only after adequate trial of other remedial measures.

Per MUTCD 2009: Warrant 1, Eight-Hour Vehicular Volume

Support:

01 The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

02 The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Standard:

04 The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

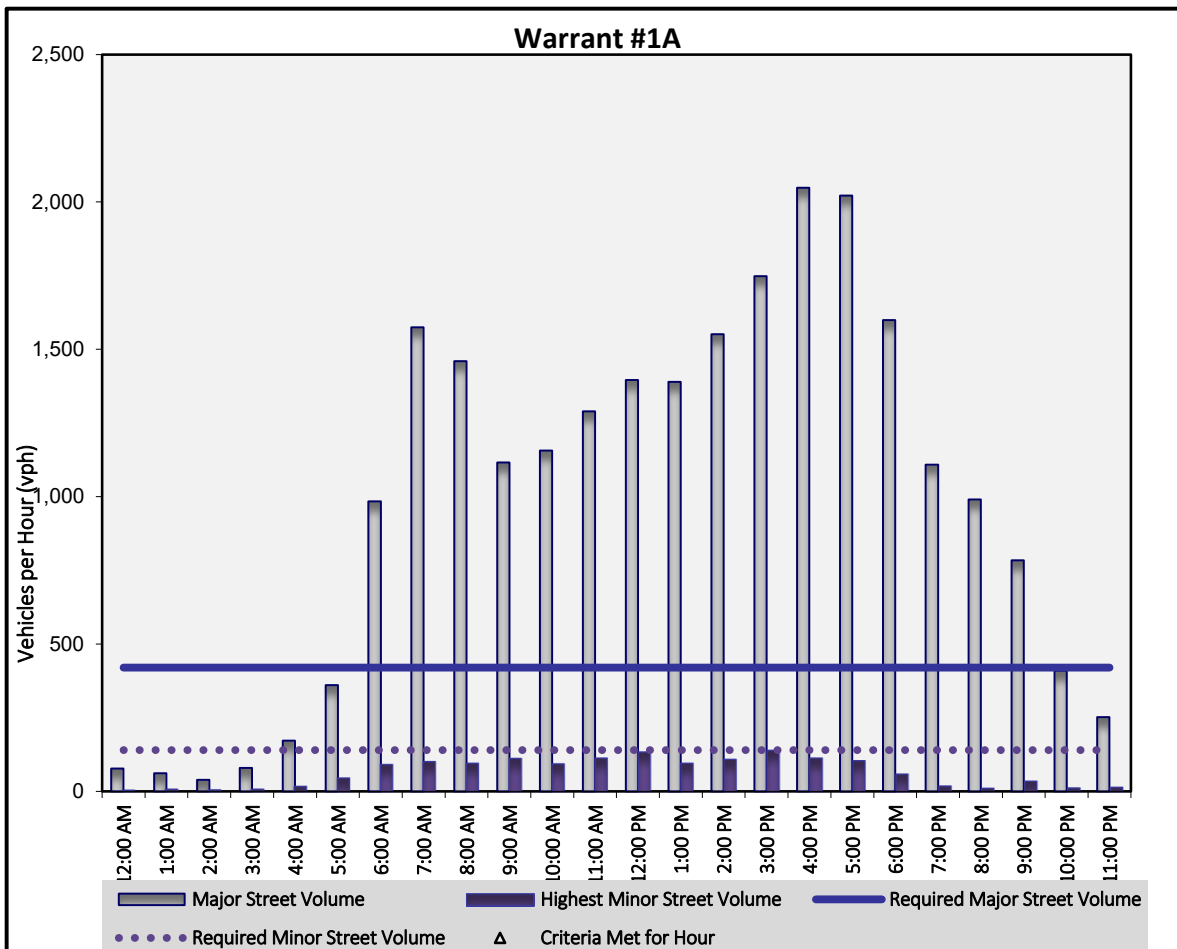
TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Access A
File Number:	2024-021		
Condition:	2027 Total		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Access A		2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000? Yes			

MUTCD WARRANT #1A Minimum Vehicular Volume	
Required Volume for Major Street:	420
Required Volume for Minor Street:	140
Number of Hours Satisfied:	0
Number of Hours satisfied within 10% of requirement:	0
Number of hours not satisfied, but within 10% of requirement:	2
Warrant Met?:	NO



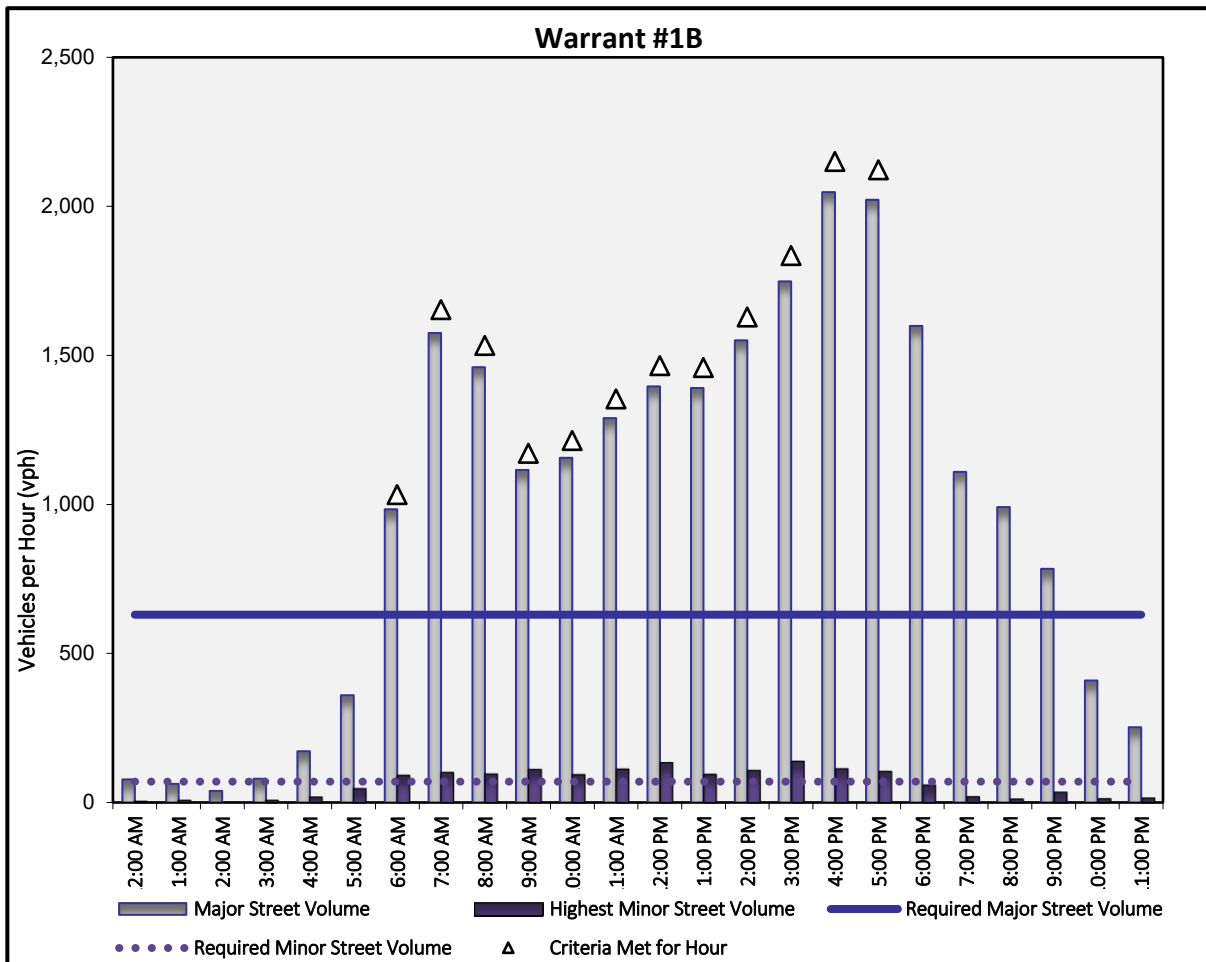
TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Access A
File Number:	2024-021		
Condition:	2027 Total		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Access A		2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000? Yes			

MUTCD WARRANT #1B Interruption of Continuous Traffic	
Required Volume for Major Street:	630
Required Volume for Minor Street:	70
Number of Hours Satisfied:	12
Number of Hours satisfied within 10% of requirement:	0
Number of hours not satisfied, but within 10% of requirement:	0
Warrant Met?:	YES



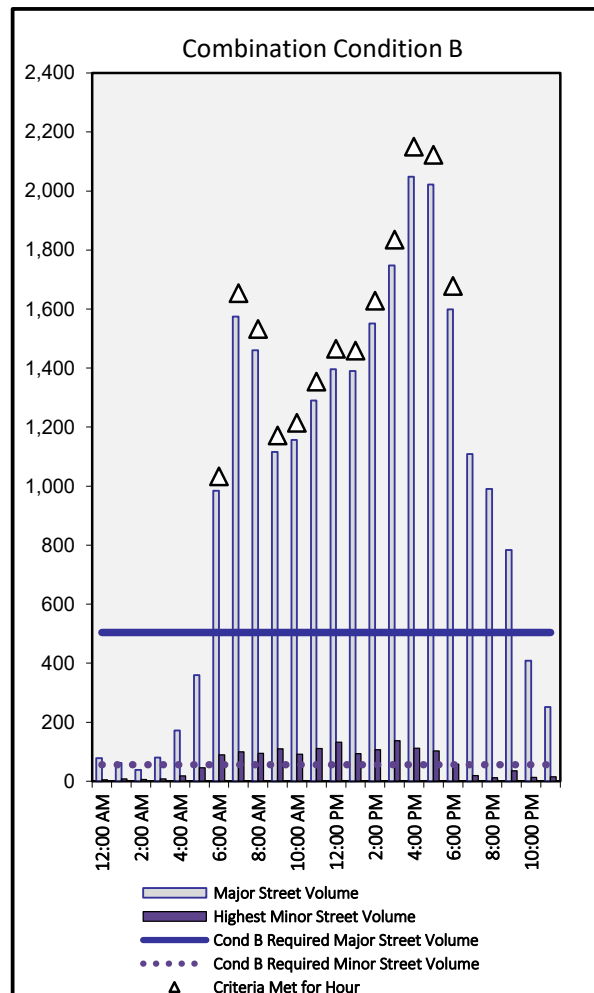
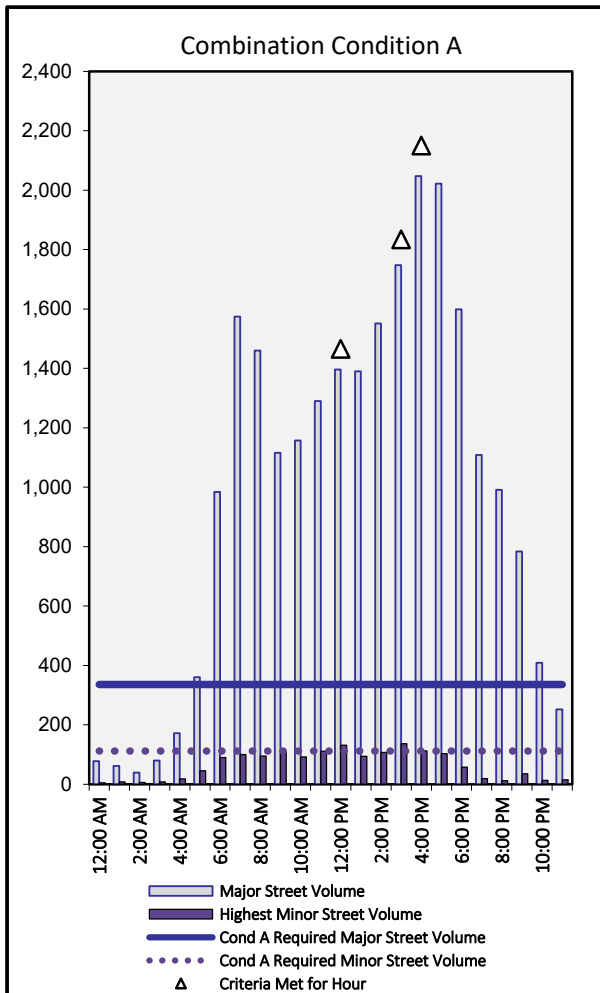
TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Access A
File Number:	2024-021		
Condition:	2027 Total		
Major Street:	Sunland Gin Road	2 or more lanes	
Minor Street:	Access A	2 or more lanes	
Major-street speed >40 mph or isolated community with population <10,000? Yes			

MUTCD WARRANT #1 COMBINATION OF CONDITIONS A & B		
Combination of Conditions A & B should be applied only after adequate trial of other remedial measures.		
	Condition A	Condition B
Required Volume for Major Street:	336	504
Required Volume for Minor Street:	112	56
Number of Hours Satisfied:	3	13
Warrant Met?:	NO	



TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Warrant 2, Four-Hour Vehicular Volume			
Intersection:	Sunland Gin Road	&	Access A
File Number:	2024-021		
Condition:	2027 Total		
Major Street:	Sunland Gin Road	2 or more lanes	
Minor Street:	Access A	2 or more lanes	
Major-street speed >40 mph or isolated community with population <10,000?			Yes

Warrant 2, Four-Hour Vehicular Volume Results	
WARRANT 2 SATISFIED? YES	
Number of Hours Satisfied: 12	
Applicable Figure/Plot Line: Figure 4C-2/2&2	

Per MUTCD 2009: Warrant 2, Four-Hour Vehicular Volume

Support:

01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Standard:

02 The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in **Figure 4C-1** for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, **Figure 4C-2** may be used in place of **Figure 4C-1**.

Warrant 2, Four-Hour Vehicular Volume	
Intersection:	Sunland Gin Road & Access A
File Number:	2024-021
Condition:	2027 Total
Major Street:	Sunland Gin Road 2 or more lanes
Minor Street:	Access A 2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000?	
Yes	

WARRANT 2 SATISFIED? YES

Applicable Figure/Plot Line: **Figure 4C-2/2&2**

Figure 10 is a line graph showing the relationship between Major Street - Total of Both Approaches (VPH) on the X-axis and Minor Street Higher Volume Approach (VPH) on the Y-axis. The X-axis ranges from 300 to 1,400 VPH, and the Y-axis ranges from 0 to 500 VPH. The graph displays three theoretical curves and several data points (diamonds) representing observed volumes.

The theoretical curves are:

- 2+ Major & 1 Minor (dashed blue line):** This curve starts at approximately (400, 380) and decreases to about (1,400, 115).
- 2+ Major & 2+ Minor (solid purple line):** This curve starts at approximately (500, 450) and decreases to about (1,400, 115).
- 1 Major & 1 Minor (dashed light blue line):** This curve starts at approximately (400, 310) and decreases to about (1,400, 80).

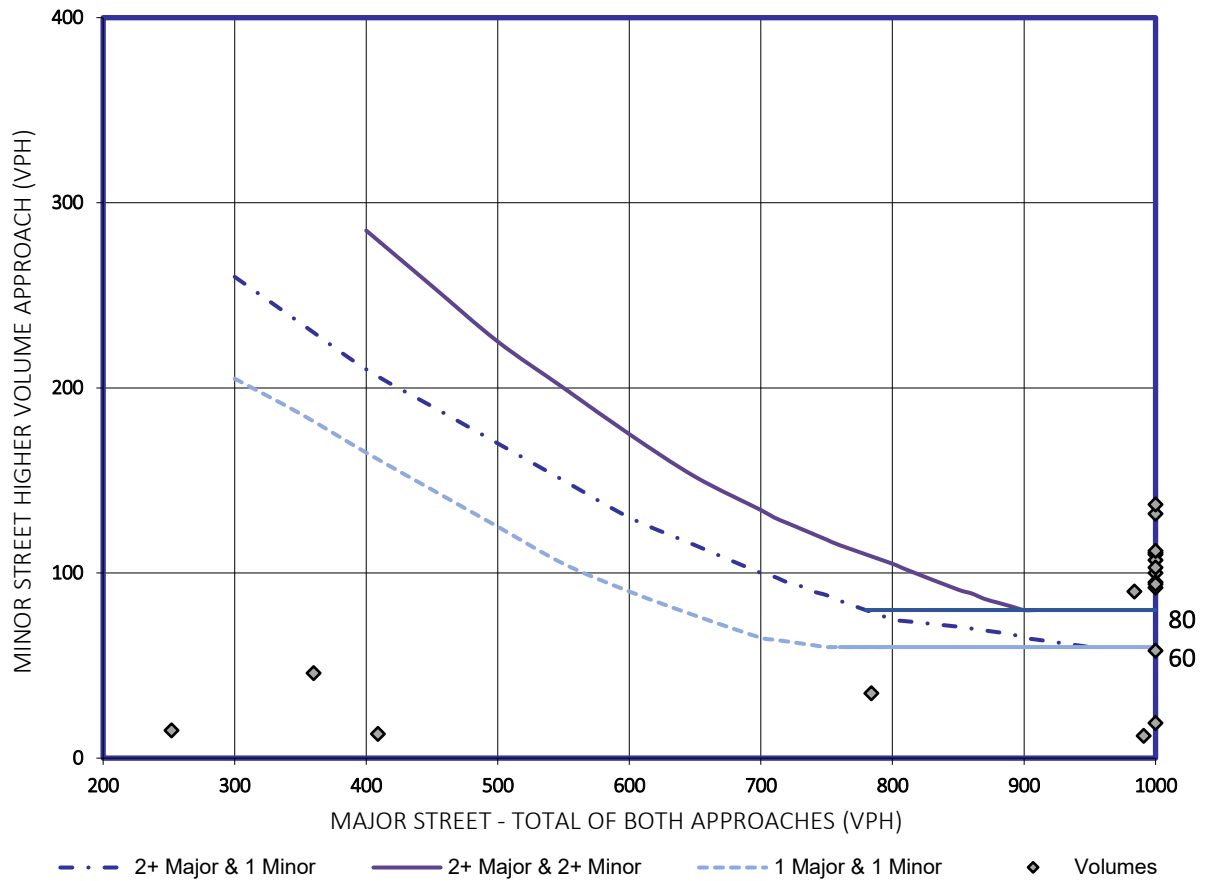
The data points (diamonds) represent observed volumes and are labeled with their respective values:

- 115:** Located at approximately (1,400, 115).
- 100:** Located at approximately (1,400, 100).
- 90:** Located at approximately (1,400, 90).
- 80:** Located at approximately (1,400, 80).
- 70:** Located at approximately (1,400, 70).

Other data points are scattered across the graph, generally following the trend of the theoretical curves.

Case No. 2024-004
City Staff date of December 17, 2025

Figure 4C-2, Warrant 2, Four-Hour Vehicular Volume (70% Factor)
Community less than 10,000 population or above 40 mph on Major Street



Note: 80 vph applies as the lower threshold volume for a minor approach with two or more lanes, and 60 vph applies as the lower threshold volume for a minor approach with one lane. Major volumes greater than 1,000 vph are plotted on 1,000 axis.

TRAFFIC SIGNAL WARRANT TOOL



RESULTS

INFORMATION	
Intersection:	Sunland Gin Road & Shedd Road
File Number: 2024-021	Date of Count:
Condition: 2027 Total	
Major Street: Sunland Gin Road	2 or more lanes
Minor Street: Shedd Road	2 or more lanes
TRAFFIC SIGNAL WARRANT	
Warrant 1, Eight-Hour Vehicular Volume	YES
Warrant 2, Four-Hour Vehicular Volume	YES
Warrant 3, Peak Hour	NOT CONSIDERED
Warrant 4, Pedestrian Volume	NOT CONSIDERED
Warrant 5, School Crossing	NOT CONSIDERED
Warrant 6, Coordinated Signal System	NOT CONSIDERED
Warrant 7, Crash Experience	NOT CONSIDERED
Warrant 8, Roadway Network	NOT CONSIDERED
MULTI-WAY STOP WARRANT	
	NOT CONSIDERED

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal. If a warrant or warrants are met, an engineering study and judgement decide if a traffic signal should be installed.

Warrant 1, Eight-Hour Vehicular Volume ¹			
	Condition A Minimum Vehicular Volume	Condition B Interruption of Continuous Traffic	Combination of Conditions A & B ²
Condition Satisfied?	NO	YES	NO
# Hours Met?	0	13	3 15
Criteria - Major (vph)	420	630	336 504
Criteria - Minor (vph)	140	70	112 56

1. It is intended that **Warrant 1, Eight-Hour Vehicular Volume** be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

2. Combination of Conditions A & B should be applied only after adequate trial of other remedial measures.

Warrant 2, Four-Hour Vehicular Volume ³	
Condition Satisfied?	YES
# Hours Met?	10
Applicable Figure/Plot Line:	Figure 4C-2/2&2

3. **Warrant 2, Four-Hour Vehicular Volume** signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

TRAFFIC SIGNAL WARRANT TOOL



TRAFFIC VOLUMES		
Hour Begin Time	Major Street Volume (vph)	Minor Street Volume (vph) Highest Approach
12:00 AM	62	7
1:00 AM	45	5
2:00 AM	26	5
3:00 AM	62	6
4:00 AM	129	13
5:00 AM	260	30
6:00 AM	770	72
7:00 AM	1,304	102
8:00 AM	1,206	93
9:00 AM	868	79
10:00 AM	939	73
11:00 AM	1,030	85
12:00 PM	1,096	94
1:00 PM	1,154	82
2:00 PM	1,278	95
3:00 PM	1,416	113
4:00 PM	1,727	123
5:00 PM	1,703	128
6:00 PM	1,378	99
7:00 PM	983	66
8:00 PM	885	59
9:00 PM	663	53
10:00 PM	342	33
11:00 PM	205	22
MAX	1,727	128
8th Highest	1,154	93

TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2027 Total		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Shedd Road		2 or more lanes
	Major-street speed >40 mph or isolated community with population <10,000?		Yes

Warrant 1, Eight-Hour Vehicular Volume ¹ Results				
WARRANT 1 SATISFIED? YES				
	Condition A Minimum Vehicular Volume	Condition B Interruption of Continuous Traffic	Combination of Conditions A & B ²	
Condition Satisfied?	NO	YES	NO	
# Hours Met?	0	13	3	15
Criteria - Major (vph)	420	630	336	504
Criteria - Minor (vph)	140	70	112	56

1. It is intended that **Warrant 1, Eight-Hour Vehicular Volume** be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

2. Combination of Conditions A & B should be applied only after adequate trial of other remedial measures.

Per MUTCD 2009: Warrant 1, Eight-Hour Vehicular Volume

Support:

01 The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

02 The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Standard:

04 The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

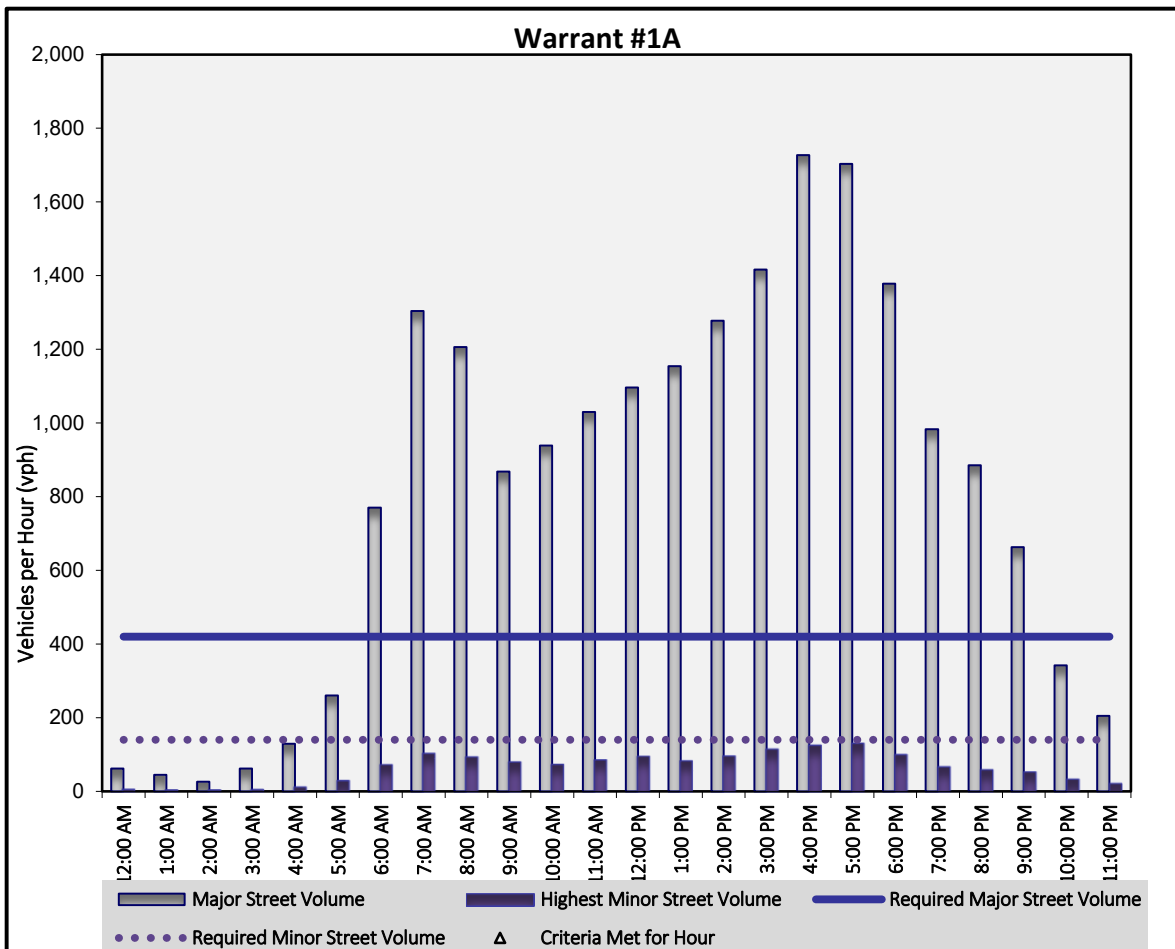
TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road & Shedd Road	
File Number:	2024-021	
Condition:	2027 Total	
Major Street:	Sunland Gin Road	2 or more lanes
Minor Street:	Shedd Road	2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000?		Yes

MUTCD WARRANT #1A Minimum Vehicular Volume	
Required Volume for Major Street:	420
Required Volume for Minor Street:	140
Number of Hours Satisfied:	0
Number of Hours satisfied within 10% of requirement:	0
Number of hours not satisfied, but within 10% of requirement:	1
Warrant Met?:	NO



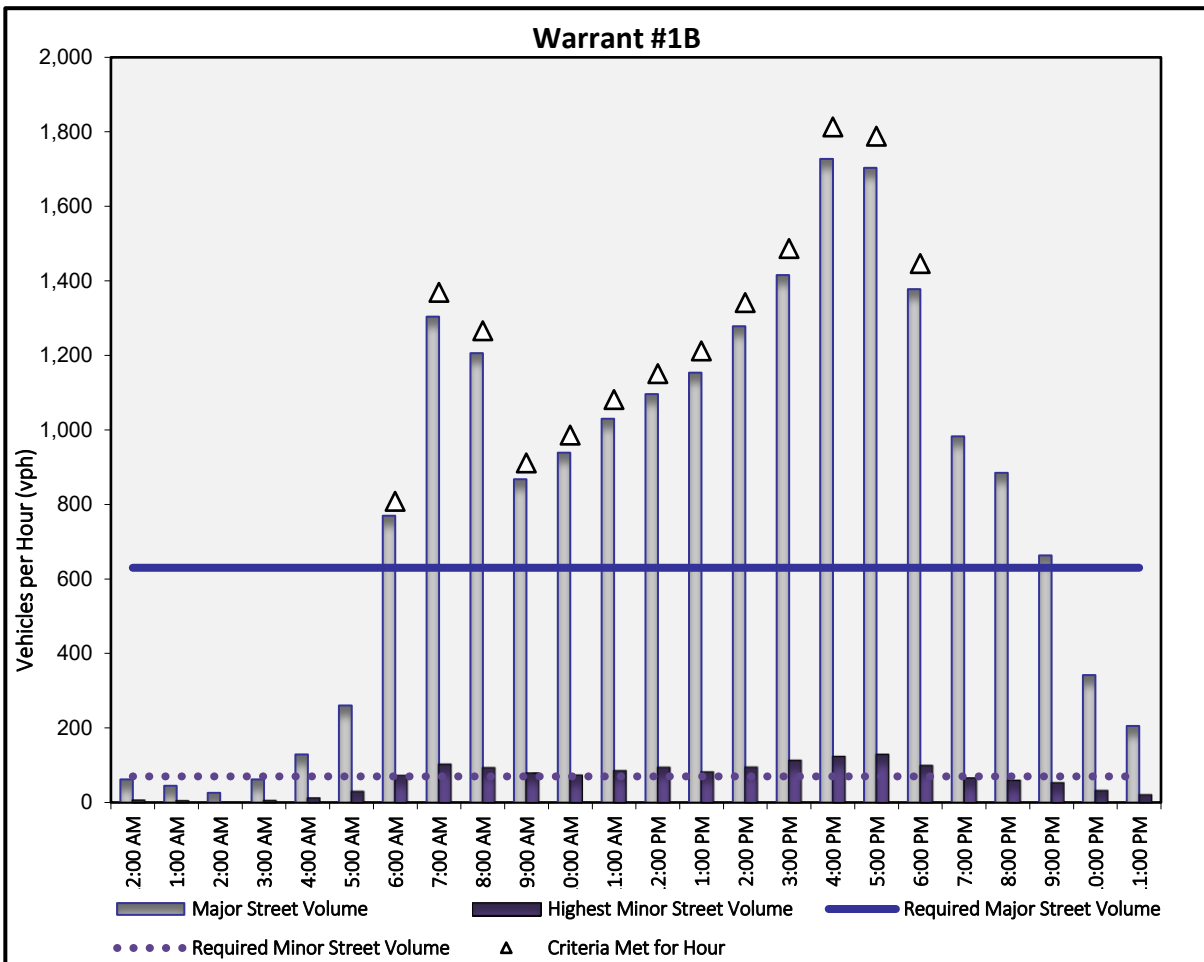
TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2027 Total		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Shedd Road		2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000? Yes			

MUTCD WARRANT #1B Interruption of Continuous Traffic	
Required Volume for Major Street:	630
Required Volume for Minor Street:	70
Number of Hours Satisfied:	13
Number of Hours satisfied within 10% of requirement:	2
Number of hours not satisfied, but within 10% of requirement:	1
Warrant Met?:	YES



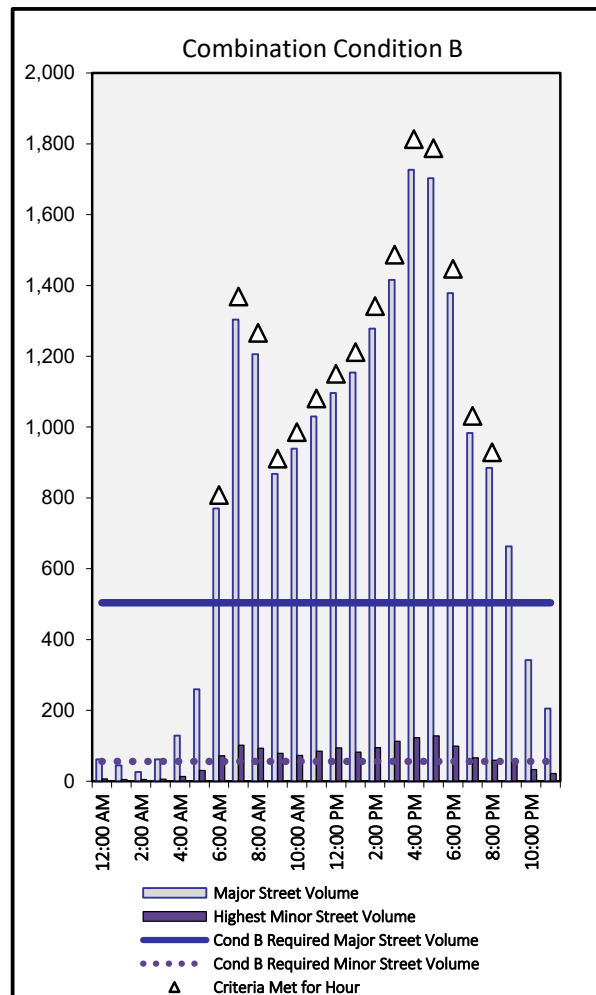
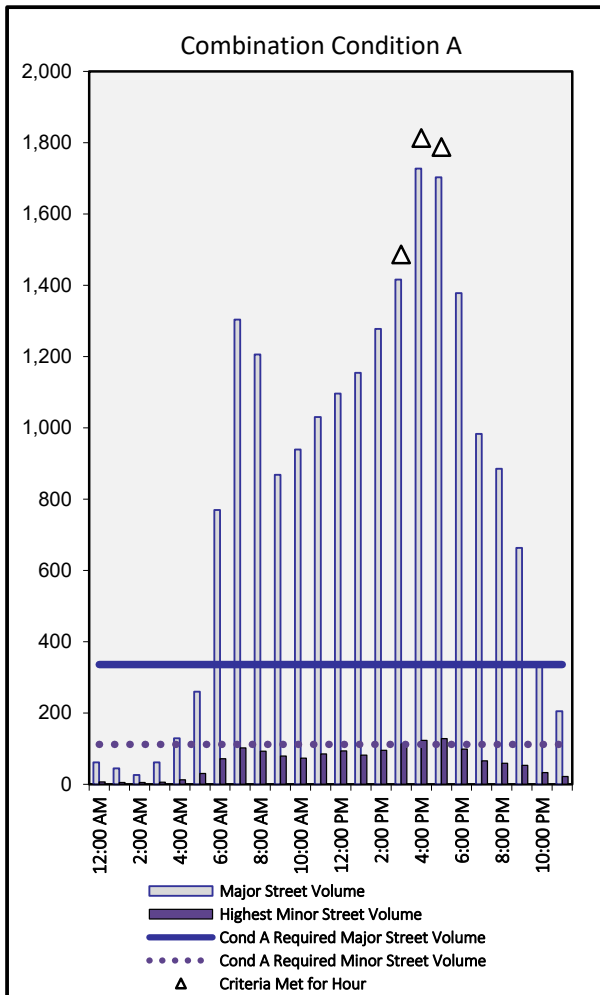
TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2027 Total		
Major Street:	Sunland Gin Road	2 or more lanes	
Minor Street:	Shedd Road	2 or more lanes	
Major-street speed >40 mph or isolated community with population <10,000? Yes			

MUTCD WARRANT #1 COMBINATION OF CONDITIONS A & B		
Combination of Conditions A & B should be applied only after adequate trial of other remedial measures.		
	Condition A	Condition B
Required Volume for Major Street:	336	504
Required Volume for Minor Street:	112	56
Number of Hours Satisfied:	3	15
Warrant Met?:	NO	



TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Warrant 2, Four-Hour Vehicular Volume			
Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2027 Total		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Shedd Road		2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000?			Yes

Warrant 2, Four-Hour Vehicular Volume Results	
WARRANT 2 SATISFIED? YES	
Number of Hours Satisfied: 10	
Applicable Figure/Plot Line: Figure 4C-2/2&2	

Per MUTCD 2009: Warrant 2, Four-Hour Vehicular Volume

Support:

01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Standard:

02 The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in **Figure 4C-1** for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, **Figure 4C-2** may be used in place of **Figure 4C-1**.

TRAFFIC SIGNAL WARRANT TOOL

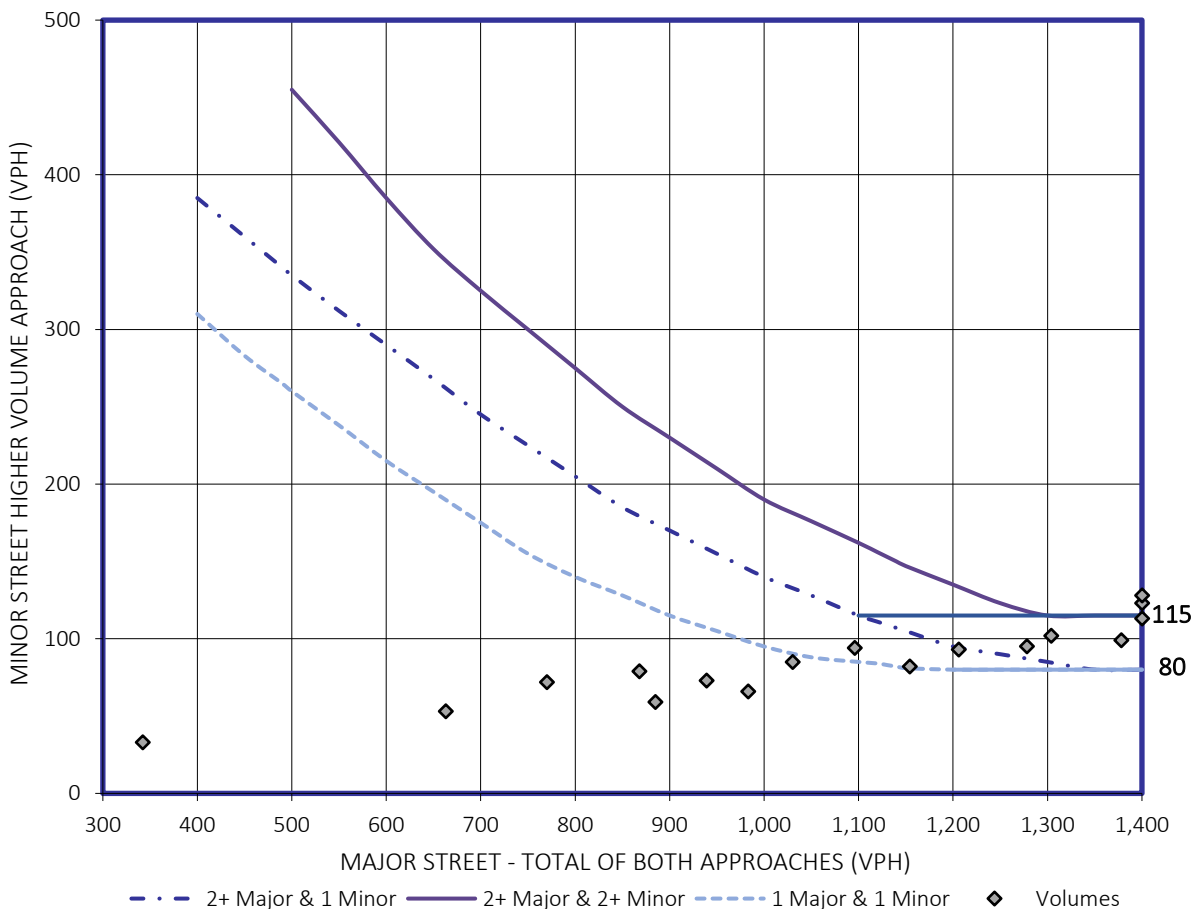


The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Warrant 2, Four-Hour Vehicular Volume			
Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2027 Total		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Shedd Road		2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000?			Yes

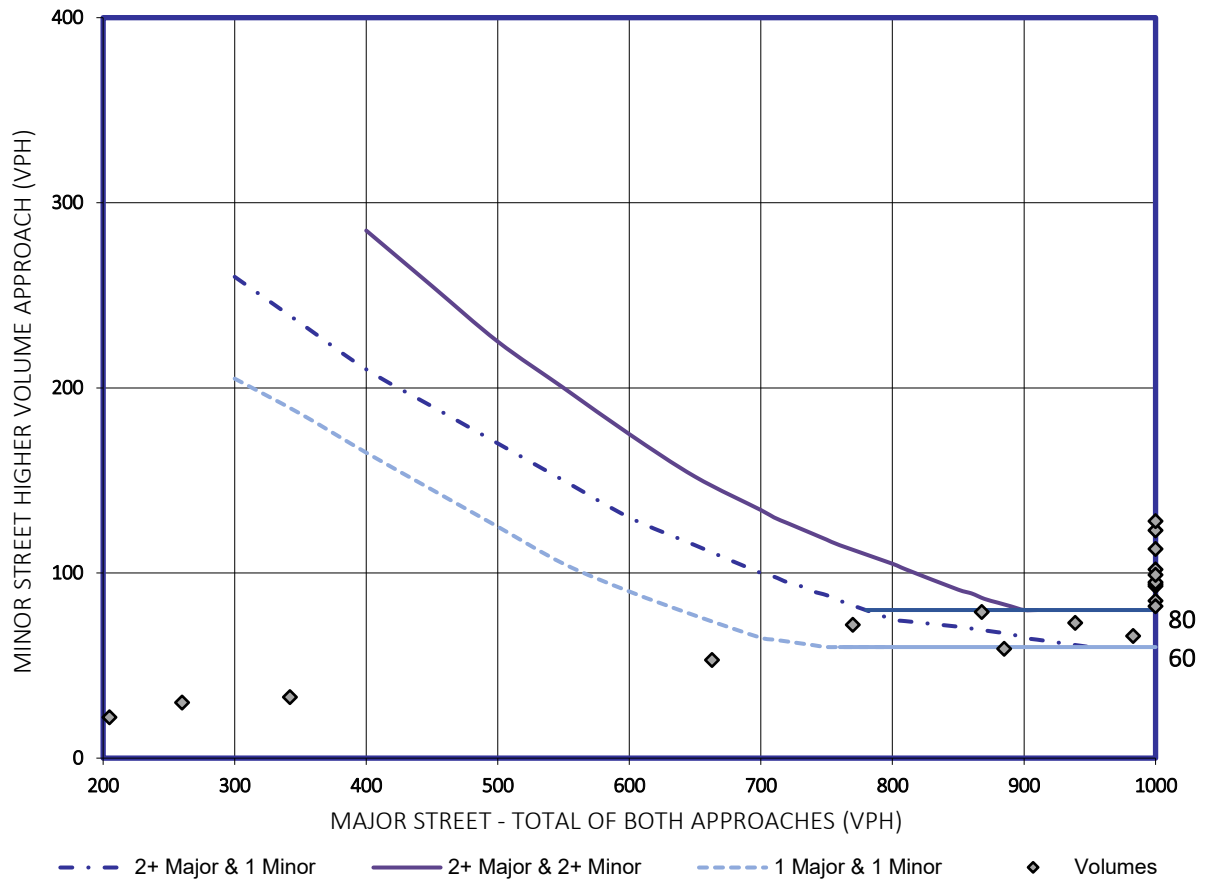
Warrant 2, Four-Hour Vehicular Volume Graph	
WARRANT 2 SATISFIED? YES	
Number of Hours Satisfied: 10	
Applicable Figure/Plot Line: Figure 4C-2/2&2	

Figure 4C-1, Warrant 2, Four-Hour Vehicular Volume



Note: 115 vph applies as the lower threshold volume for a minor approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor approach with one lane. Major volumes greater than 1,400 vph are plotted on 1,400 axis.

Figure 4C-2, Warrant 2, Four-Hour Vehicular Volume (70% Factor)
Community less than 10,000 population or above 40 mph on Major Street



Note: 80 vph applies as the lower threshold volume for a minor approach with two or more lanes, and 60 vph applies as the lower threshold volume for a minor approach with one lane. Major volumes greater than 1,000 vph are plotted on 1,000 axis.

TRAFFIC SIGNAL WARRANT TOOL



RESULTS

INFORMATION	
Intersection:	Sunland Gin Road & Shedd Road
File Number: 2024-021	Date of Count:
Condition: 2032 Background	
Major Street: Sunland Gin Road	2 or more lanes
Minor Street: Shedd Road	2 or more lanes
TRAFFIC SIGNAL WARRANT	
Warrant 1, Eight-Hour Vehicular Volume	NO
Warrant 2, Four-Hour Vehicular Volume	NO
Warrant 3, Peak Hour	NOT CONSIDERED
Warrant 4, Pedestrian Volume	NOT CONSIDERED
Warrant 5, School Crossing	NOT CONSIDERED
Warrant 6, Coordinated Signal System	NOT CONSIDERED
Warrant 7, Crash Experience	NOT CONSIDERED
Warrant 8, Roadway Network	NOT CONSIDERED
MULTI-WAY STOP WARRANT	
	NOT CONSIDERED

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal. If a warrant or warrants are met, an engineering study and judgement decide if a traffic signal should be installed.

Warrant 1, Eight-Hour Vehicular Volume ¹				
	Condition A Minimum Vehicular Volume	Condition B Interruption of Continuous Traffic	Combination of Conditions A & B ²	
Condition Satisfied?	NO	NO	NO	
# Hours Met?	0	0	0	0
Criteria - Major (vph)	420	630	336	504
Criteria - Minor (vph)	140	70	112	56

1. It is intended that **Warrant 1, Eight-Hour Vehicular Volume** be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

2. Combination of Conditions A & B should be applied only after adequate trial of other remedial measures.

Warrant 2, Four-Hour Vehicular Volume ³	
Condition Satisfied?	NO
# Hours Met?	0
Applicable Figure/Plot Line:	Figure 4C-2/2&2

3. **Warrant 2, Four-Hour Vehicular Volume** signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

TRAFFIC SIGNAL WARRANT TOOL



TRAFFIC VOLUMES		
Hour Begin Time	Major Street Volume (vph)	Minor Street Volume (vph) Highest Approach
12:00 AM	60	1
1:00 AM	40	1
2:00 AM	20	1
3:00 AM	60	1
4:00 AM	120	2
5:00 AM	240	5
6:00 AM	761	15
7:00 AM	1,341	27
8:00 AM	1,241	25
9:00 AM	861	18
10:00 AM	961	19
11:00 AM	1,041	21
12:00 PM	1,101	23
1:00 PM	1,201	24
2:00 PM	1,322	26
3:00 PM	1,441	29
4:00 PM	1,802	36
5:00 PM	1,762	35
6:00 PM	1,441	29
7:00 PM	1,041	21
8:00 PM	941	19
9:00 PM	680	14
10:00 PM	341	7
11:00 PM	201	4
MAX	1,802	36
8th Highest	1,201	24

TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2032 Background		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Shedd Road		2 or more lanes
	Major-street speed >40 mph or isolated community with population <10,000?		
	Yes		

Warrant 1, Eight-Hour Vehicular Volume ¹ Results				
WARRANT 1 SATISFIED? NO				
	Condition A Minimum Vehicular Volume	Condition B Interruption of Continuous Traffic	Combination of Conditions A & B ²	
Condition Satisfied?	NO	NO	NO	
# Hours Met?	0	0	0	0
Criteria - Major (vph)	420	630	336	504
Criteria - Minor (vph)	140	70	112	56

1. It is intended that **Warrant 1, Eight-Hour Vehicular Volume** be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

2. Combination of Conditions A & B should be applied only after adequate trial of other remedial measures.

Per MUTCD 2009: Warrant 1, Eight-Hour Vehicular Volume

Support:

01 The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

02 The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Standard:

04 The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or

B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

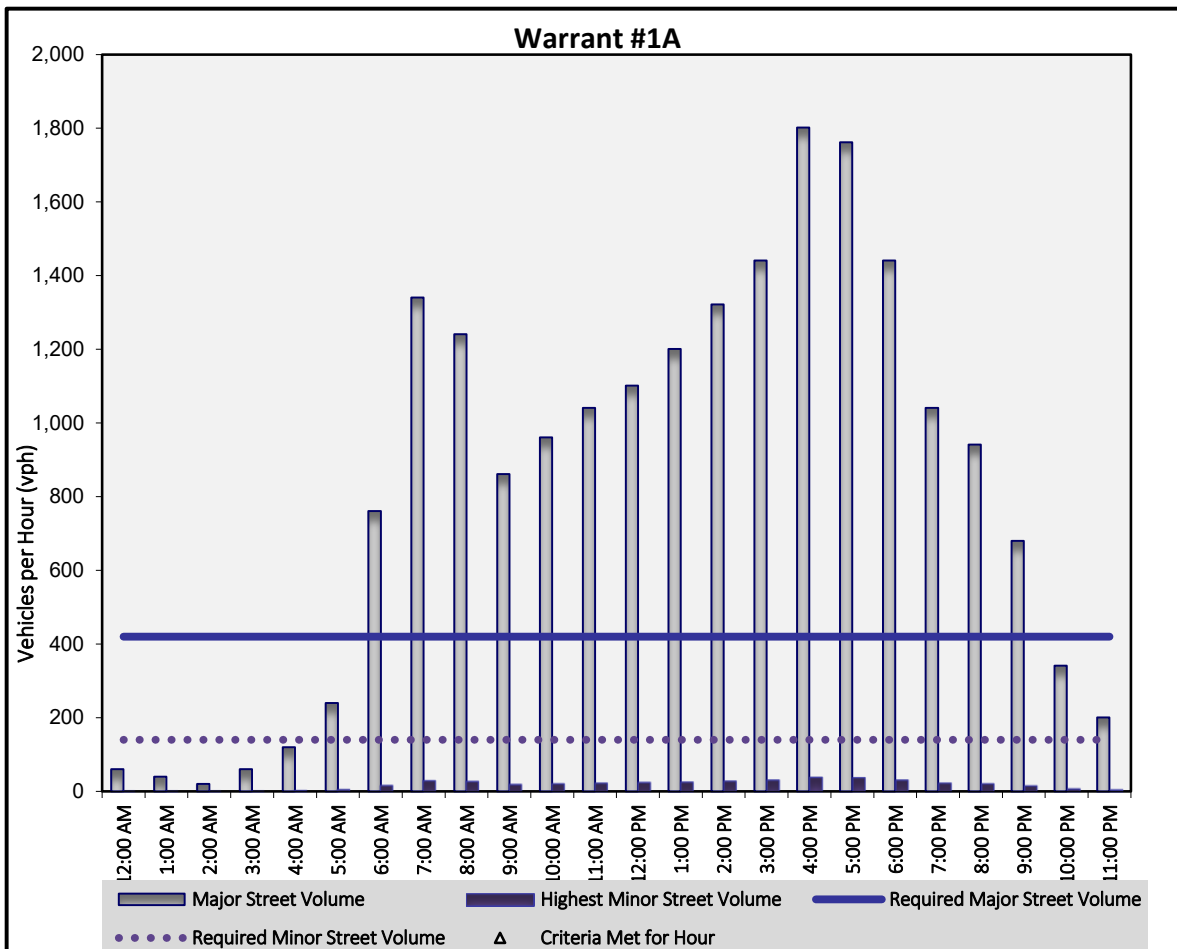
TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2032 Background		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Shedd Road		2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000? Yes			

MUTCD WARRANT #1A Minimum Vehicular Volume	
Required Volume for Major Street:	420
Required Volume for Minor Street:	140
Number of Hours Satisfied:	0
Number of Hours satisfied within 10% of requirement:	0
Number of hours not satisfied, but within 10% of requirement:	0
Warrant Met?:	NO



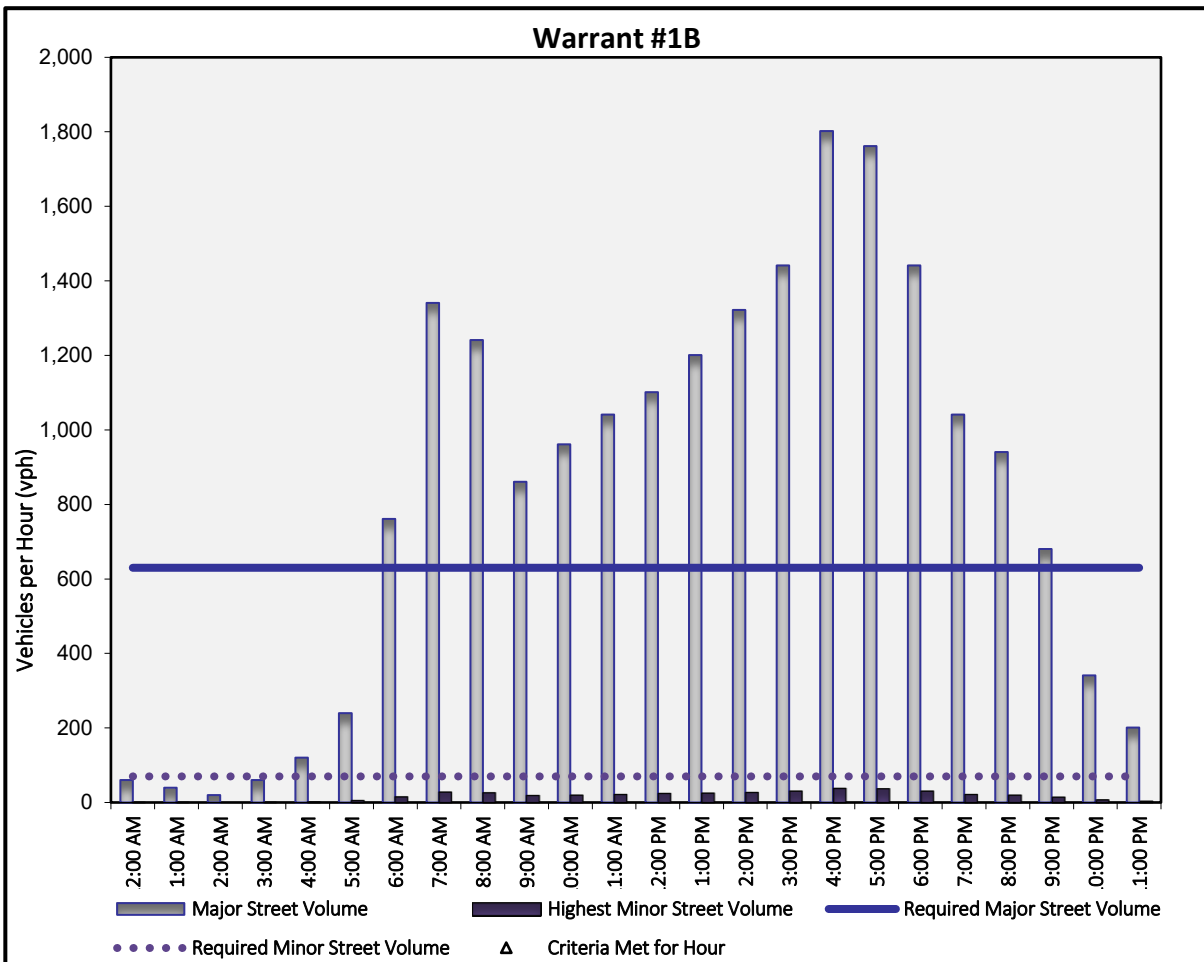
TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2032 Background		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Shedd Road		2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000? Yes			

MUTCD WARRANT #1B Interruption of Continuous Traffic	
Required Volume for Major Street:	630
Required Volume for Minor Street:	70
Number of Hours Satisfied:	0
Number of Hours satisfied within 10% of requirement:	0
Number of hours not satisfied, but within 10% of requirement:	0
Warrant Met?:	NO



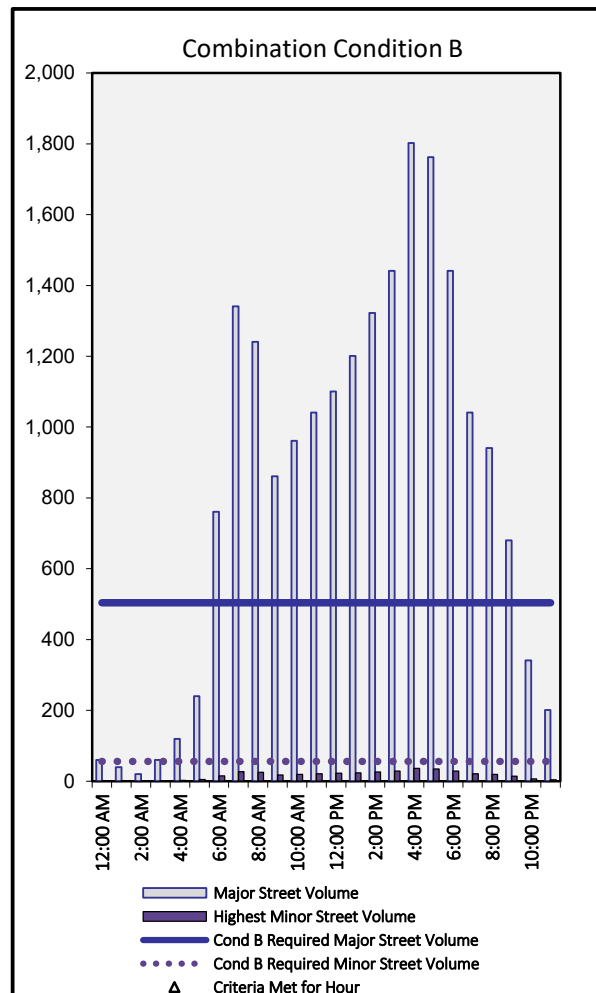
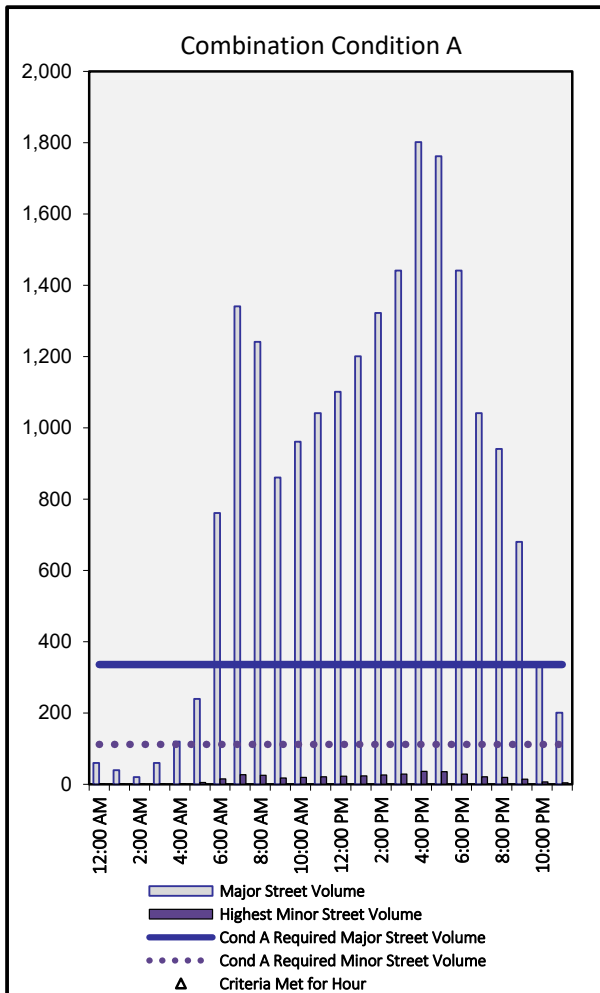
TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2032 Background		
Major Street:	Sunland Gin Road	2 or more lanes	
Minor Street:	Shedd Road	2 or more lanes	
Major-street speed >40 mph or isolated community with population <10,000? Yes			

MUTCD WARRANT #1 COMBINATION OF CONDITIONS A & B		
Combination of Conditions A & B should be applied only after adequate trial of other remedial measures.		
	Condition A	Condition B
Required Volume for Major Street:	336	504
Required Volume for Minor Street:	112	56
Number of Hours Satisfied:	0	0
Warrant Met?:	NO	



TRAFFIC SIGNAL WARRANT TOOL



The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Warrant 2, Four-Hour Vehicular Volume			
Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2032 Background		
Major Street:	Sunland Gin Road	2 or more lanes	
Minor Street:	Shedd Road	2 or more lanes	
Major-street speed >40 mph or isolated community with population <10,000?			Yes

Warrant 2, Four-Hour Vehicular Volume Results	
WARRANT 2 SATISFIED? NO	
Number of Hours Satisfied: 0	
Applicable Figure/Plot Line: Figure 4C-2/2&2	

Per MUTCD 2009: Warrant 2, Four-Hour Vehicular Volume

Support:

01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Standard:

02 The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in **Figure 4C-1** for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, **Figure 4C-2** may be used in place of **Figure 4C-1**.

TRAFFIC SIGNAL WARRANT TOOL

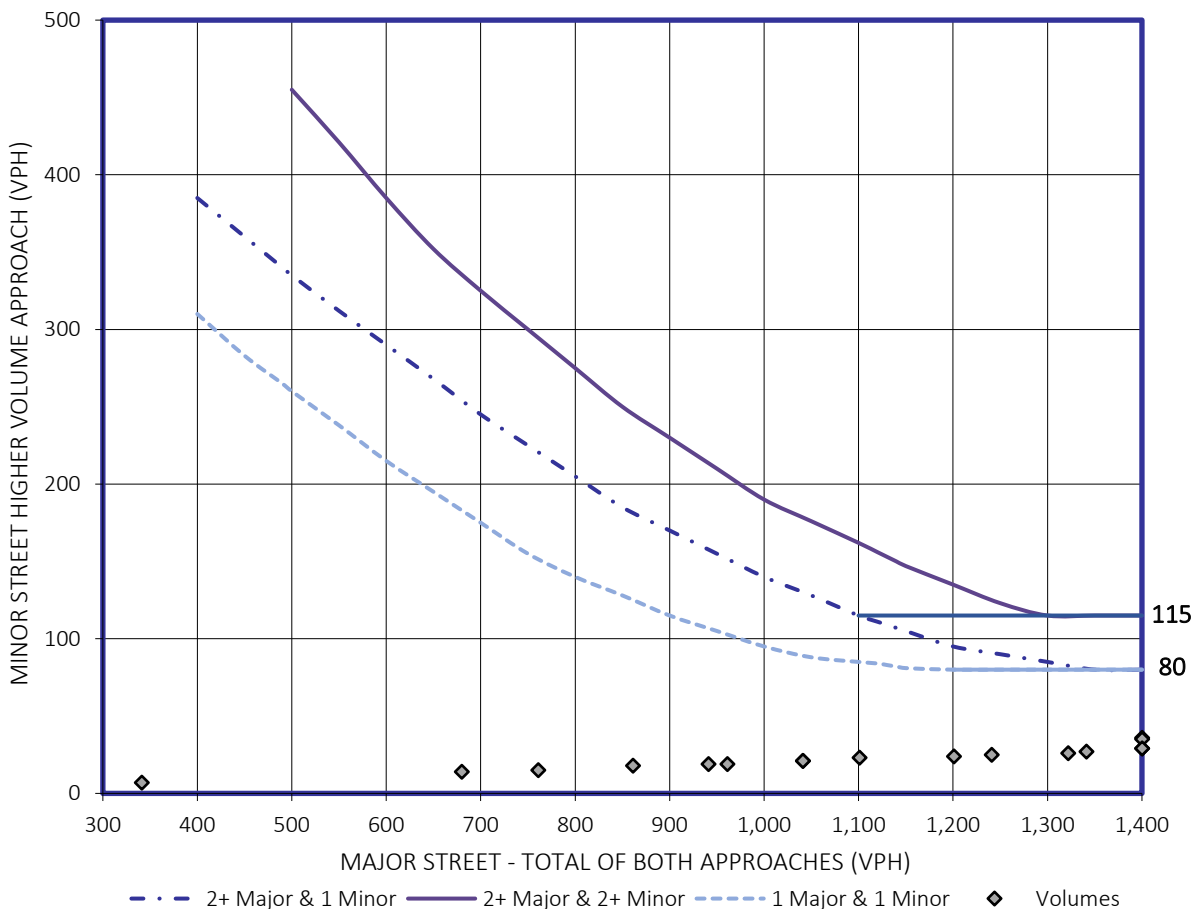


The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Warrant 2, Four-Hour Vehicular Volume			
Intersection:	Sunland Gin Road	&	Shedd Road
File Number:	2024-021		
Condition:	2032 Background		
Major Street:	Sunland Gin Road		2 or more lanes
Minor Street:	Shedd Road		2 or more lanes
Major-street speed >40 mph or isolated community with population <10,000?			Yes

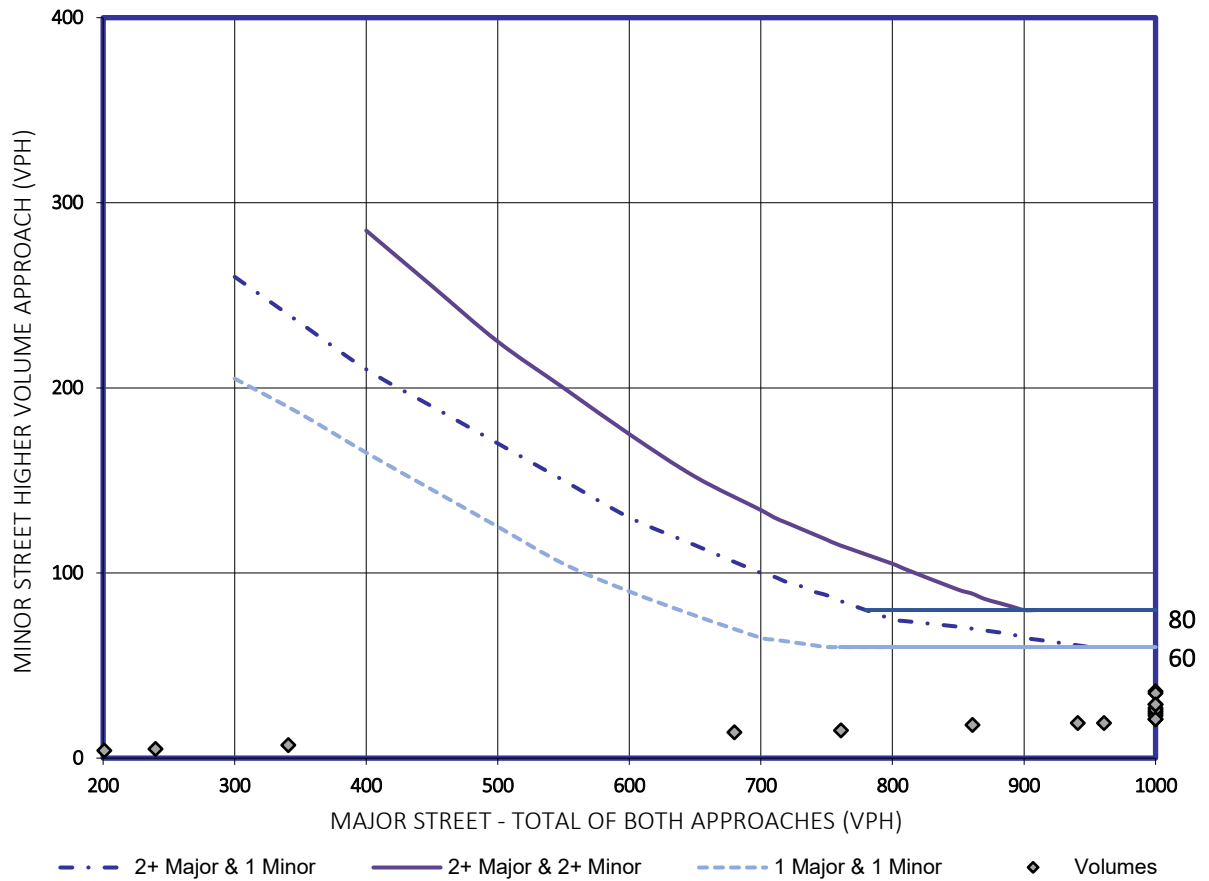
Warrant 2, Four-Hour Vehicular Volume Graph	
WARRANT 2 SATISFIED? NO	
Number of Hours Satisfied: 0	
Applicable Figure/Plot Line: Figure 4C-2/2&2	

Figure 4C-1, Warrant 2, Four-Hour Vehicular Volume



Note: 115 vph applies as the lower threshold volume for a minor approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor approach with one lane. Major volumes greater than 1,400 vph are plotted on 1,400 axis.

Figure 4C-2, Warrant 2, Four-Hour Vehicular Volume (70% Factor)
Community less than 10,000 population or above 40 mph on Major Street



Note: 80 vph applies as the lower threshold volume for a minor approach with two or more lanes, and 60 vph applies as the lower threshold volume for a minor approach with one lane. Major volumes greater than 1,000 vph are plotted on 1,000 axis.

Conditions of Approval for the Amendment to the Zoning Map (Rezone):

Case No. RZ2024-004

Eloy 310

These stipulations are in order to protect the public health, safety, and welfare of the City of Eloy.

SITE DEVELOPMENT

1. **CONFORMANCE TO NARRATIVE AND EXHIBITS.** The development of the property shall conform to the Rezoning Application Narrative and its exhibits, with a City Staff date of December 17, 2025, and attached to the January 12, 2026 City Council Report, except as required by the Eloy Code, and the Conditions of Approval herein. Any proposed significant deviation to the development of the property, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning and Zoning Commission and City Council. Where there is a conflict between the Rezoning Application Narrative and its exhibits and these stipulations, these stipulations shall prevail.
2. **RIGHT-OF-WAY.** The property owner/developer shall dedicate to the City the right-of-way in accordance with Exhibit G. The property owner/developer shall dedicate additional right-of-way for cul-de-sacs and other streets necessary to serve the development and provide access to lots within the property, as determined by the City Engineer.
3. **EASEMENTS.** The property owner/developer shall dedicate to the City all easements, as determined by the City Engineer, to serve the development of the property.

INFRASTRUCTURE

4. **WATER AND WASTEWATER INFRASTRUCTURE.** The property owner/developer shall be responsible for providing and constructing all infrastructure, including lift stations, and for modifications to existing infrastructure and lift stations, as determined by the City Engineer, necessary to serve the development of the property. The Water and wastewater infrastructure improvement within the property shall generally conform to the Preliminary Water and Sewer Plan with a City Staff date of December 17, 2025, and attached to the January 12, 2026 City Council Report, except as required by the Eloy Code, and the Conditions of Approval herein.
5. **TRAFFIC IMPACT ANALYSIS.** With each site plan and preliminary plat application submittal for the development of the property, unless specifically not required by the City Engineer, the property owner/developer shall submit and receive acceptance from the City Engineer of an update to Traffic Impact Analysis (TIA) with a City Staff date of December 17, 2025, and attached to the January 12, 2026 City Council Report (hereafter, the "Master TIA"). The updated TIA shall be produced by a registered Traffic Engineer licensed to practice in Arizona if required by the City for review and acceptance by the City Engineer. At a minimum, the updated Traffic Impact Analysis shall address on-site and off-site traffic flows, project impacts and mitigation measures, anticipated trip generation, and the level of service. The City Engineer may allow a Traffic Impact Statement in place of an updated TIA for review and acceptance by the City. The Traffic Impact Statement shall comply with the City Engineer's requirements.
6. **STREET AND RELATED INFRASTRUCTURE.** The property owner/developer shall be responsible for providing and constructing all street, curb, gutter, sidewalk, landscaping, traffic control and signization, lighting, drainage, etc. infrastructure necessary to serve the development of the property in accordance with the Eloy City Code, and the Master TIA, and any updated TIA reviewed and acceptance by the City Engineer, as determined by the City Engineer.

7. **IN-LIEU PAYMENT AND IMPROVEMENTS.** The property owner/developer shall make an in-lieu payment to the City for the development's proportionate share to construct the final design configuration and street improvements for an arterial street signalized intersection at North Sunland Gin and West Shedd Road, and at North Sunland Gin and Access A (Access A's location is indentified Master TIA) to accommodate the development, as determined by the City Engineer, or its designee. The City Engineer may require the property owner/developer to construct the aforementioned signalized intersections and street improvements in place of an in-lieu payment.
8. **STANDARDS OF IMPROVEMENTS.** With the development of the property, all required infrastructure improvements shall be constructed in accordance with the most recent Eloy City Code, Details and the applicable Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction at the time of development.
9. **CONSTRUCTION COMPLETED.** Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, or Final Inspection, whichever is first, for the applicable phase of development property, the property owner shall complete all the infrastructure and improvements required by the Eloy City Code, these stipulations, and the City Engineer.