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>>> "Laurel Parker" <LParker@azdot.gov> 11/28/2006 4:27 PM >>>

From: Reza Karimvand
Sent: Tuesday, November 28, 2006 4:06 PM
To: Laurel Parker
Subject: FW: Traffic Impact Analysis.pdf
Importance: High

Here you go

From: Reza Karimvand
Sent: Friday, November 10, 2006 11:35 AM
To: Laurel Parker; John Mitchell (j.mitchell@ci.elyo.az.us)
Cc: Greg H. Gentsch; Daniel Williams; Robert Miller; Corrine Cortese; Mike Manthey; Abdulkarim Rashid; Sylvia Hanna
Subject: FW: Traffic Impact Analysis.pdf
Importance: High

Dear Laurel:

As per your request, we have completed the review of Traffic Impact Analysis (TIA) dated September 2006 for the Eloy Business Center with National Gypsum Wallboard Facility. The development is located at northeast of the Sunshine Boulevard interchange with I-10 in Eloy.

Following is our comments:

1. We concur with anticipated weekday traffic volume, 18,306 total traffic a day, which will be generated by this development,
2. According to the report, only 10% Truck has been considered for this development. The total land for this development is approximately 398 acres, 290 acres (about 73%) is considered for heavy industrial use and 108 acres (27%) is considered for light industrial and office buildings. This development will generate between 40% to 50% heavy trucks, and NOT 10% as it was reported. The report and all calculations have to be revised to reflect the correct percent trucks.
3. The report uses WB 40 to calculate the storage lengths and etc. WB 40 is insufficient for heavy trucks, i.e. WB 67 should be used in all calculations.
4. There is no percent traffic distribution in the report, this need to be included in the report as part of TIA requirements.

Following elements must be included in the report:

1. Off-Ramp and on-Ramps must be analyzed for capacity and include ALL mitigations (widening the bridge, the ramps and etc.) as part of the TIA requirements.
2. Queue analysis for off- ramps, on-ramps, and I-10 must be included in the report as well as ALL mitigations (widening the bridge, the ramps and etc.) as part of the TIA requirements.
3. As part of future I-10 widening the Access Control will be moving back, therefore, any new access location should be at least of 660 ft beyond the new ramps location.
4. The development must consider dedicating enough ROW for future I-10 widening, i.e. new TI and Frontage road. Information for future I-10 widening can be obtained from Statewide Project Management.

5. The development need to consider for getting additional access from LA Palma Road
6. The development must contribute towards signalizing the ramps.

We would be glad to review the revised TIA, to make sure all the requested elements are included.

We appreciate for the opportunity to review this TIA.
Reza Karimvand, P.E.
Regional Traffic Engineer

From: Laurel Parker
Sent: Tuesday, November 07, 2006 1:07 PM
To: Reza Karimvand
Cc: Greg H. Gentsch
Subject: Traffic Impact Analysis.pdf

<<Traffic Impact Analysis.pdf>> Reza - This is a copy of the TIA for National Gypsum. They are building a plant at the Sunshine TI. The plant will generate approximately 120 big rig trips a day on I-10 that will bring gypsum from a mine in San Manuel to the Sunshine site. Most of the products manufactured on site will be shipped out by rail. Would please review this document for impacts to our facilities.

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