



Intermodal Transportation

Janice K. Brewer, Governor

John S. Halikowski, Director

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January 31, 2014

Dawn Cartier, P.E.  
Civ Tech, Inc.  
10605 North Hayden Road, Building G, Suite 140  
Scottsdale, AZ 85260

Re: Traffic Impact Analysis for Vintage Partners development on NEC SR-347 & Smith Enke Road

Dear Ms. Cartier:

We have finished our review of the Traffic Impact Analysis (TIA) for the Vintage Partners development located on the northeast corner of SR-347 and Smith Enke Road, in the City of Maricopa. The development consists of a high turnover sit down restaurant, a coffee/donut shop with drive thru, and two fast food restaurants, one with a drive thru and one without. In general, we concur with the findings of the report, but we have some comments regarding a portion of the analysis and recommendations. The TIA is approved and does not require further revision, conditional to the following comments:

1. The existing CVS driveway on Smith Enke Road is currently being utilized as a full access point despite striping which legally prohibits eastbound and southbound left turns. Although outside ADOT right of way, it is recommended that the painted median be restriped to allow left turns at this driveway. Without this reconfiguration, analysis shows heavy u-turn movements at SR-347 at Smith Enke Road. For example, the southbound left at Smith Enke Road is 534 vph in the PM and the project adds 57 left turns and 88 u-turns. U-turn movements tend to reduce efficiency due to the low speed movement. This reconfiguration will require approval from the City of Maricopa.
2. The analysis shows a low volume of right turns out of the CVS driveway (14 AM and 8 PM). Similar to comment one above, this creates heavy u-turn movements at the signals along SR-347. It is anticipated that rather than perform these u-turns, drivers will utilize this CVS driveway to turn right on to Smith Enke Road and then left onto SR-347 at the signal.
3. Improvements to SR-347, as shown in the Appendix, include widening SR-347 to three thru lanes with exclusive right turn lanes into driveways. It is recommended that the proposed right lane drop north of the site be changed to a trap left turn lane at Cobblestone Farms Drive to avoid a merge condition beginning prior to the second proposed driveway, and to better align with future widening north of the site. This recommendation will be addressed in the review of the offsite improvement plans.
4. Page 3 and 30, last bullet; access control and driveway locations for future development phases will be approved at the time of future submittals.

Exhibit F - ADOT Approval Letter

RE: Traffic Impact Analysis for Vintage Partners Development

1/31/2014

Page 2 of 2

Prior to the start of the project, the developer/owner will need to complete "An Application for permit to use State Right-of-Way" before commencing work within state right-of-way. The traffic plans, civil plans, drainage report, etc. will also have to be reviewed by the appropriate people once the design process has been completed. Questions regarding the permit requirements, applications, or process should be directed to Ms. Sylvia Hanna, Tucson District Permit Supervisor. Ms. Hanna can be reached at (520) 388-4234. If you should have any questions about any of these comments, please call me at (520) 388-4224.

Sincerely,



Chris Page

Transportation Engineering Specialist

1221 S. 2<sup>nd</sup> Ave., MD T100

Tucson, AZ 85713

c: Scott Beck, Southern Regional Traffic Engineer, ADOT  
Sylvia Hanna, Tucson District Permits Supervisor, ADOT  
Steve Mishler, Tucson District Development Engineer, ADOT  
David Maestas, City of Maricopa  
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