



**NOTICE OF A REGULAR MEETING OF THE TOWN COUNCIL  
OF THE TOWN OF CLARKDALE  
TUESDAY, APRIL 14, 2026 AT 6:00 PM**

In Person: Clark Memorial Clubhouse, 19 N. Ninth St., Clarkdale AZ

OR

Join Zoom Meeting

<https://us02web.zoom.us/j/88268309680>

Meeting ID: 882 6830 9680

Unless otherwise stated, the public will have physical access to the meeting place 15 minutes prior to the meeting start time.

**Town of Clarkdale Vision**

The Town of Clarkdale capitalizes on our unique history, proximity to the Verde River, and small-town charm. We cultivate an environment where residents and businesses can thrive.

We sustainably enhance our infrastructure, support the arts and education, and develop recreational opportunities to create a bright future for our entire community.

PURSUANT TO A.R.S. §38-431.02, NOTICE IS HEREBY GIVEN to the members of the Common Council of the Town of Clarkdale and to the general public that the Town of Clarkdale Town Council will hold a Regular Meeting open to the public on Tuesday, April 14, 2026, at 6:00 PM in a hybrid meeting via Zoom Video Conference or in person at 19 N. Ninth Street, Clarkdale, Arizona, Clark Memorial Clubhouse, Men's Lounge. Members of the Clarkdale Common Council will attend either in person or by telephone, video or internet conferencing. Pursuant to A.R.S. §38-431.03, the Council may vote to recess the meeting and move into Executive Session on any item, which will be held immediately after the vote and will not be open to the public. Upon completion of Executive Session, the Council may resume the meeting, open to the public, to address the remaining items on the agenda.

Supporting documentation and staff reports furnished to the Council with this agenda are available for review on the Town website at [www.clarkdale.az.gov](http://www.clarkdale.az.gov) and the Town Clerk's Office.

**ALL ITEMS ON THIS AGENDA ARE SCHEDULED FOR DISCUSSION AND POSSIBLE ACTION, UNLESS OTHERWISE NOTED.**

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. PUBLIC COMMENT**

The Town Council invites the public to provide comments at this time. Members of the Town Council may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. §38-431.01, action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism, or scheduling the matter for further

consideration and decision at a later date. Persons interested in making comments on a specific agenda item are asked to complete a brief form and submit it to the Clerk or liaison during the meeting. Each speaker is asked to limit their comments to three minutes unless a different amount of time is noted on the agenda or is determined by the Presiding Officer or by a majority vote of the Council, Commission or Committee.

#### **4. REPORTS**

##### **A. Current Events – (submitted electronically)**

A brief summary of current events. The Council will not propose, discuss, deliberate, or take legal action on any matter in the summary. Reports submitted electronically:

- Mayor's Report
- Vice-Mayor's Report
- Councilmembers' Reports

##### **B. Organizational Reports – (submitted electronically)**

Reports regarding regional organizations submitted electronically:

- VVTPO – Verde Valley Transportation Planning Organization
- NACOG - Northern Arizona Council of Governments
- NAMWUA - Northern Arizona Municipal Water Users Association
- TPAC – Transportation Policy Advisory Council
- VFLC – Verde Front Leadership Council
- Sustaining Flows Committee
- Yavapai Communities for Young Children
- Vulnerable Road Users SHSP Emphasis Area Team
- NACOG Community Action Board (CAB)
- Yavapai County Water Resource/Open Space Committee

#### **5. CONSENT AGENDA**

Items on the consent agenda are of a routine nature or have been previously studied by the Town Council at a work session or during a New Business discussion. They are intended to be acted upon in one motion. Council members may pull items from consent if they would like them considered separately.

##### **A. Approval of Minutes**

Consider and act upon the draft minutes from the regular meeting held on March 24, 2026.

##### **B. Joint Defense Agreement with the City of Cottonwood**

Consider and act upon a Joint Defense Agreement between the City of Cottonwood and the Town of Clarkdale.

#### **6. NEW BUSINESS**

##### **A. Verde River Watershed Report Card**

The Council will receive a presentation from Friends of the Verde River regarding the Watershed Report Card, which will highlight current watershed conditions, recent data, and opportunities for continued collaboration to support water sustainability and



river health within the community.

**B. PUBLIC HEARING: Conditional Use Permit #250188 - Circle K Gas Station and Convenience Store**

The Council will hold a public hearing to take comments on Conditional Use Permit #250188 - Circle K gas station and convenience store.

**C. Conditional Use Permit #250188 – Circle K Gas Station and Convenience Store**

Discuss, consider, and act upon Conditional Use Permit #250188 – Circle K gas station and convenience store.

**D. PUBLIC HEARING: Resolution #1758 - Authorization to Submit Applications and Implement 2026 Community Development Block Grant (CDBG) Project Funding.**

The Council will hold the second required public hearing to take comments on Resolution #1758, authorizing staff to submit applications and implement 2026 Community Development Block Grant (CDBG) project funding.

**E. Resolution #1758 - Authorization to Submit Applications and Implement 2026 Community Development Block Grant (CDBG) Project Funding.**

Discuss, consider and act upon Resolution #1758, authorizing staff to submit applications and implement 2026 Community Development Block Grant (CDBG) project funding.

**F. Centerville Road Extension Property Demolition**

Discuss, consider and act upon a bid from Environmental Response for \$56,945 and a budget transfer of \$61,000 from CIP contingency to CIP T06 for the demolition and removal of debris and other materials for the Centerville Road extension.

**G. Wastewater Treatment Plant Effluent**

Discuss, consider, and act upon a grant award from The Nature Conservancy (TNC) for \$26,620 and an Additional Services Agreement from Ardurra for \$51,620 for additional study of the Wastewater Treatment Plant Effluent discharge and suitability for the feasibility of discharging to an ephemeral water body.

**H. 2026/2027 Council Strategic Plan for the Town of Clarkdale**

Discuss, consider and act upon the 2026/2027 Council Strategic Plan for the Town of Clarkdale.

**7. FUTURE AGENDA ITEMS**

Town Council may propose items to be placed on a future agenda. This item is for discussion only.

**8. ADJOURNMENT**

**Values**

Values are the guiding principles that provide an organization with purpose and direction. The Town of Clarkdale's organizational values are:

**COPPER**  
**Customer focused**

Open, transparent and equitable  
Preserving our history, charm, and environment  
Planning for a sustainable future  
Economic and social resiliency  
Resourceful and innovative

### **Mission**

The Town of Clarkdale serves the community by providing amenities, infrastructure, services, and public safety to enhance quality of life. We are stewards of our history while we sustainably and resiliently plan for the future with an emphasis on community engagement and transparency.

*Persons with a disability may request reasonable accommodations by contacting the Town Hall at (928) 639-2400 (TTY: 1-800-367-8939) at least 72 hours in advance of the meeting.*



From the office of Mayor Prud'homme-Bauer

## March 2026 Report

### Regularly Held Monthly Meetings:

- Regular weekly one-on-one meetings with the Town Manager on Wednesdays.
- Agenda review meetings on Monday afternoon before the Town Council meeting.
- Host twice monthly Verde Valley Mayors/Managers Zoom meetings.
- Monday morning LACT Legislative call.

### Other Meetings, Events, Emails and Phone Calls:

- Virtual meeting with Representative Bliss regarding HB4030/HCR2052.
- Attended Sustaining Flows Council meeting with Council Member Jones and Assistant Town Manager, Lou Andersen.
- The Town Manager and I met with Derek Duba, Northern AZ Director and Senator Gallego.
- Briefing with LACT media consultant about HB4030/HCR2052 for media calls.
- Went on a housing manufacturer tour with the Town Manager and the Community Development Director to United Tiny Homes and Power Steel.
- Meeting with Verde Valley Mayors, Yavapai College representatives and community members regarding Yavapai College.
- Bi-Annual meeting of the Verde Valley Mayors, County Supervisors, and other agencies at Yavapai College, Clarkdale campus.
- Attended an APS briefing on their rate increase case.
- Attended the Lunch and Learn Brown Bag event on the Town Budget.
- Attended the July 4 working group meeting.
- Met with the Town Manager, Assistant Town Manager (ATM), and Plateau/Belle Maison developer about their projects.
- Meeting with Verde Front facilitators and co-chair about upcoming Leadership Council meeting.
- Attended the groundbreaking ceremony for NAH's new Cancer Center in Cottonwood.
- Brief welcome at the USDA Rural Development meeting in Clarkdale.
- Virtually attended the LACT Executive Committee meeting.
- Virtual meeting (Mayor, ATM and Water Director) with ADEQ regarding concern over aquifer protection permit fee.
- Attended the Yavapai County Water Resources and Open Space meeting with the Assistant Town Manager.
- Attended the VVCDO Forum and the Verde Valley Real Estate Forum.
- Met with a Clarkdale resident regarding Yavapai College.
- Attended the Verde Valley Regional Chamber Mixer at Blazin'M.
- Virtually attended a retail webinar regarding the '*Shop, Stay, Experience*' – retail experience to drive tourism and traffic.
- Met with Clarkdale resident regarding The Gathering Project.



From the office of Vice Mayor Hunseder

## March 2026 Report

03/05/26 – Attended Verde Valley Vice Mayors Lunch.  
03/09/26 – Meeting one-on-one with Town Manager Guthrie.  
03/10/26 – Attended APS Work Session – Fire Mitigation.  
03/10/26 – Town of Clarkdale Council meeting.  
03/11/26 – Attended VVCDO Community Forum and Contractors Luncheon.  
03/12/26 – Council executive session.  
03/13/26 – Verde Valley Senior Association Board meeting.  
03/14/26 – Attended Clarkdale Car Show – Great event!!!  
03/17/26 – Attended APS rate case review.  
03/17/26 – Attended Lunch and Learn with the Mayor.  
03/23/26 – NACOG Audit Committee meeting.  
03/23/26 – Meeting one-on-one with Town Manager Guthrie.  
03/24/26 – Town of Clarkdale Council meeting.  
03/24/26 – Town of Clarkdale joint work session with Council and the Planning Commission – Code Review.  
03/25/26 – Attended NAH Cancer Center Groundbreaking Ceremony.  
03/25/26 – Attended USDA Rural Development Roundtable.  
03/25/26 – Town of Clarkdale joint work session with Council and the Planning Commission – Code Review.  
03/26/26 – NACOG Executive Committee meeting.  
03/31/26 – Met with a Clarkdale constituent about code concerns.



From the office of Council Member O'Neill

## March Report

- 3-10 One-on-one meeting with Town Manager Guthrie; Fire mitigation meeting with APS, and Council meeting.
- 3-12 Council executive session.
- 3-14 Volunteered at the Clarkdale Car Show.
- 3-17 Attended APS rates briefing.
- 3-24 One-on-one with Town Manager Guthrie and Assistant Town Manager Andersen; Council meeting; joint meeting with Council and Planning Commission.
- 3-25 Attended groundbreaking for NAH Cancer Center; joint meeting with Council and Planning Commission.
- 3-31 Briefly attended zoom STEAM meeting.

I will miss working with Town Manager Guthrie and I wish her luck and fortitude in her retirement.

I look forward to working with Town Manager Andersen.



From the office of Council Member Babbitt-Pierce

## March Report

March 4 - Webinar on the NACOG Regional Priority Projects List.

March 10 – One-on-one with Town Manager Guthrie, Town Council meeting.

March 12 - NACOG TPAC, executive session.

March 19 - Met with Clarkdale resident.

March 20 - Met with Clarkdale resident.

March 23 – One-on-one with Town Manager Guthrie.

March 24 - Town Council meeting, joint work session with the Planning Commission.

March 25 - NAH Cancer Center groundbreaking, VVTPO,  
joint work session with the Planning Commission.

March 26 - Yavapai Communities for Young Children.



## From the office of Council Member Jones

### March 2026 Council Member Report

- 3/02      Attended Sustaining Flows Council Meeting.
- 3/03      Attended Watershed Report public webinar.
- 3/04      Met with Susan Guthrie, Town Manager and Mayor about Cottonwood airport noise.  
            Attended Cottonwood Airport Commission meeting.
- 3/09      Met with Susan Guthrie, Town Manager.
- 3/10      Work Session – APS Fire Mitigation.  
            Town Council meeting.
- 3/11      Housing Discussion with VVCDO.  
            Coffee with airport Commissioner to discuss Cottonwood airport flight pattern.
- 3/12      Town Council executive session.
- 3/14      Volunteered with Clarkdale Car Show.
- 3/17      Attended APS briefing regarding rate case.  
            Attended Attorney General Kris Mayes APS rate case public meeting.  
            Observed Planning Commission Circle K Meeting.
- 3/24      Met with Susan Guthrie, Town Manager and Lou Anderson, Assistant Town Manager.  
            Town Council meeting.  
            Joint work session with Town Council and the Planning Commission - Zoning Code.
- 3/25      Attended, with Scott Ellis, opening of Senior Bridge Transitional Housing Grand  
            Opening with Steep + Spark in downtown Phoenix.
- 3/28      Emailed Kim Schonek with The Nature Conservancy to confirm my appointment with  
            the Sustaining Flows Work Group. No Meeting set. Will have coffee with her and  
            Selena Pao to get up to speed on issues.
- 3/26      Attended Watershed Report Card partner meeting.
- 3/31      Met with Scott Buckley to discuss Clarkdale Classic Station.



# Staff Report

Item Number: 5.A.

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|                               |                                                                                                                        |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <b><u>Agenda Item:</u></b>    | <b>Approval of Minutes</b><br>Consider and act upon the draft minutes from the regular meeting held on March 24, 2026. |
| <b><u>Staff Contact:</u></b>  | Charity Brooks, Town Clerk                                                                                             |
| <b><u>Meeting Date:</u></b>   | April 14, 2026                                                                                                         |
| <b><u>Strategic Goal:</u></b> | Not applicable.                                                                                                        |
| <b><u>Background:</u></b>     | Review of the draft minutes from the regular meeting held on March 24, 2026.                                           |
| <b><u>Budget Impact:</u></b>  | No budget impact.                                                                                                      |
| <b><u>Recommendation:</u></b> | Staff recommends that the Council approve the draft minutes from the regular meeting held on March 24, 2026.           |





**SUMMARIZED MINUTES OF A REGULAR MEETING OF THE TOWN COUNCIL  
OF THE TOWN OF CLARKDALE  
TUESDAY, MARCH 24, 2026 AT 2:30 PM**

(To listen to the full audio of the meeting, please visit [www.clarkdale.az.gov](http://www.clarkdale.az.gov) – agendas & minutes)

**Members Present:** Mayor Prud'homme-Bauer, Vice Mayor Debbie Hunseder, and Council Members, Lisa O'Neill, Marney Babbitt-Pierce, and Laura Jones

**Other Municipal Officials Present:** Susan Guthrie, Town Manager; Charity Brooks, Town Clerk; Joni Westcott, Parks and Recreation Director; Lou Andersen, Public Works Director; DK Green, Assistant to the Town Manager; Chell Smart, Parks and Communications Manager; Windy Mickle, Accounting Supervisor; Chief Taylor, Police Chief

**Zoom:** No members of the public were present.

**Audience:** Approximately nine members of the public were present.

**1. CALL TO ORDER** - *Mayor Prud'homme-Bauer called the meeting to order at 2:30 p.m.*

**2. ROLL CALL** – *Present: Mayor Prud'homme-Bauer, Vice Mayor Hunseder and Council Members O'Neill and Jones.*

*Absent: Council Member Babbitt-Pierce (arrived at 3 p.m.)*

*Mayor Prud'homme-Bauer asked the Council Members for a Point of Privilege to allow each member of Council to thank retiring Town Manager Susan Guthrie for her service to the Town and the Community.*

**3. PUBLIC COMMENT**

*Doug Von Gausig – Clarkdale resident. Complimented Susan Guthrie on her achievements as Town Manager for Clarkdale and how remarkable of a person she is.*

**4. REPORTS**

**Departmental Reports** (submitted with Council packet) –  
Summary of written reports from Town Departments and other agencies:

- Building Permit Report
- Grants Report
- Human Resources Report
- Magistrate Court Report

- Parks and Recreation Report
- Police Department Report
- Verde Valley Humane Society
- Water and Wastewater Report
- Finance Report

## 5. STAFF INTRODUCTIONS

### A. Swearing-in of Police Officer Timothy Hinrichs

*Town Manager Susan Guthrie administered the Oath of Office to Officer Hinrichs.*

## 6. CONSENT AGENDA

Items on the consent agenda are of a routine nature or have been previously studied by the Town Council at a work session or during a New Business discussion. They are intended to be acted upon in one motion. Council members may pull items from consent if they would like them considered separately.

### A. Approval of Minutes of the Common Council

Consider and act upon the draft minutes from the regular meeting held on March 10, 2026, and the special meeting held on March 12, 2026.

### B. Magistrate Services for the Town of Clarkdale

Consider and act upon an agreement for Clarkdale Magistrate Services and re-appoint Catherine Kelley to serve as the Clarkdale Town Magistrate.

### C. Resolution #1757 - Designating the Chief Fiscal Officer for 2027

Consider and act upon Resolution #1757 - Designating the Chief Fiscal Officer for officially submitting the Fiscal Year 2027 Expenditure Limitation Report to the Arizona Auditor General.

### D. Mingus Union High School Facility Use Agreement

Consider and act upon the Facility Use Agreement for the use of Town facilities by Mingus Union High School.

### E. Public Safety Personnel Retirement System (PSPRS) Pension Funding Policy

Consider and act upon the annual Town of Clarkdale Public Safety Retirement System (PSPRS) Pension Funding Policy for fiscal year ending June 30, 2027.

### F. NACOG Regional Priority Projects List

Consider and act upon the Northern Arizona Council of Governments (NACOG) 2027 Regional Priority Projects List (RPPL) application for construction of the Luke Lane and Broadway Improvement Project in the amount of \$8,306,560.

### G. Ratification of the 2026 Better Utilizing Investments to Leverage Development (BUILD) Grant Application

Consider and act upon the ratification of the 2026 BUILD grant application for construction of the Cement Plant Road Multi-Modal Improvement Project in the amount of \$8,283,737.

### H. Ratification of Two Congressionally Directed Spending (CDS) FY27 Federal Appropriations Applications

Consider and act upon the ratification of two CDS FY27 Federal Appropriations applications to fund construction of a new water storage tank in the amount of \$3,018,164 and design of a new wastewater treatment plant in the amount of \$1,494,572.

**I. Purchase of New Vehicles for the Police Department**

Consider and act upon proposals from UP.FIT for the purchase of two electric vehicles and upfitting for \$210,670.65 for the Clarkdale Police Department.

**Action: Approve consent agenda item A thru I presented:**

**Motion:** Vice Mayor Hunseder

**Second:** Council Member O'Neill

**Vote:** Approved 4-0

| <b>Voting Member</b>                 | <b>Aye/Nay</b> |
|--------------------------------------|----------------|
| Mayor Robyn Prud'homme-Bauer         | Aye            |
| Vice Mayor Debbie Hunseder           | Aye            |
| Council Member Lisa O'Neill          | Aye            |
| Council Member Marney Babbitt-Pierce | Absent         |
| Council Member Laura Jones           | Aye            |

Clerk Note: Council Member Babbitt-Pierce arrived at 3 p.m.

**7. NEW BUSINESS**

**A. Proclamation - Week of the Young Child**

Discuss, consider and at upon a proclamation declaring April 11-17, 2026, as the Week of the Young Child in the Town of Clarkdale.

**Action: Approve the proclamation declaring April 11-17, 2026, as the Week of the Young Child in the Town of Clarkdale:**

**Motion:** Council Member Babbitt-Pierce

**Second:** Council Member Jones

**Vote:** Approved 5-0

| <b>Voting Member</b>                 | <b>Aye/Nay</b> |
|--------------------------------------|----------------|
| Mayor Robyn Prud'homme-Bauer         | Aye            |
| Vice Mayor Debbie Hunseder           | Aye            |
| Council Member Lisa O'Neill          | Aye            |
| Council Member Marney Babbitt-Pierce | Aye            |
| Council Member Laura Jones           | Aye            |

**B. 2026 Transportation Alternatives Program (TAP) Grant**

Discuss, consider, and act upon approval of the TAP grant application for construction of the Clarkdale Parkway Project, in the amount of \$4,427,016.

**Action: Approve the 2026 TAP grant application in the amount of \$4,427,016, accept the grant funding if awarded, and allow the Town Manager to sign all documents related to this grant, including up to 10% project cost in change orders, and execute necessary budget amendments:**

**Motion:** Council Member Jones

**Second:** Vice Mayor Hunseder

**Vote:** Approved 5-0

| Voting Member                        | Aye/Nay |
|--------------------------------------|---------|
| Mayor Robyn Prud'homme-Bauer         | Aye     |
| Vice Mayor Debbie Hunseder           | Aye     |
| Council Member Lisa O'Neill          | Aye     |
| Council Member Marney Babbitt-Pierce | Aye     |
| Council Member Laura Jones           | Aye     |

- 8. POSSIBLE VOTE TO ENTER EXECUTIVE SESSION - The Council may vote to discuss the following matters in executive session pursuant to A.R.S. § 38-431.03(A)(1) discussion or consideration of employment, assignment, appointment, promotion, demotion, dismissal, salaries and disciplining or resignation of a public officer and/or A.R.S. § 38-431.03 (A)(3) discussion or consultation for legal advice with the attorney or attorneys of the public body and or A.R.S. § 38-431.03 (A)(7) discussion or consultations with designated representatives of the public body in order to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property.**

**A. Town Manager Position**

**B. Mountain Gate Street Lights**

**C. Land For Sale on Broadway**

**Action: Motion to enter into executive session:**

**Motion:** Council Member O'Neill

**Second:** Vice Mayor Hunseder

**Vote:** Approved 5-0

| Voting Member | Aye/Nay |
|---------------|---------|
|---------------|---------|

|                                      |     |
|--------------------------------------|-----|
| Mayor Robyn Prud'homme-Bauer         | Aye |
| Vice Mayor Debbie Hunseder           | Aye |
| Council Member Lisa O'Neill          | Aye |
| Council Member Marney Babbitt-Pierce | Aye |
| Council Member Laura Jones           | Aye |

**9. RESUMPTION OF REGULAR MEETING - Immediately following the executive session, the Council resumed public session at 4:29 p.m.**

**A. Town Manager Position**

Discuss, consider and act upon the Town Manager position.

**Action: Authorize the Mayor to accept the contract as presented and appoint Lou Andersen as Town Manager, effective April 7, 2026.**

**Motion:** Council Member O'Neill

**Second:** Council Member Babbitt-Pierce

**Vote:** Approved 5-0

| <b>Voting Member</b>                 | <b>Aye/Nay</b> |
|--------------------------------------|----------------|
| Mayor Robyn Prud'homme-Bauer         | Aye            |
| Vice Mayor Debbie Hunseder           | Aye            |
| Council Member Lisa O'Neill          | Aye            |
| Council Member Marney Babbitt-Pierce | Aye            |
| Council Member Laura Jones           | Aye            |

**B. Mountain Gate Street Lights**

Discuss, consider and act upon Mountain Gate street lights.

**Action: Instruct Town staff to proceed as directed in executive session:**

**Motion:** Council Member Babbitt-Pierce

**Second:** Vice Mayor Hunseder

**Vote:** Approved 5-0

| <b>Voting Member</b> | <b>Aye/Nay</b> |
|----------------------|----------------|
|----------------------|----------------|

|                                      |     |
|--------------------------------------|-----|
| Mayor Robyn Prud'homme-Bauer         | Aye |
| Vice Mayor Debbie Hunseder           | Aye |
| Council Member Lisa O'Neill          | Aye |
| Council Member Marney Babbitt-Pierce | Aye |
| Council Member Laura Jones           | Aye |

### **C. Land For Sale on Broadway**

*Discussed, considered and did not take action land for sale on Broadway.*

### **10. FUTURE AGENDA ITEMS**

*Town Council propose items to be placed on a future agenda.*

### **11. ADJOURNMENT**

**Action: Motion to Adjourn:**

**Motion:** Vice Mayor Hunseder

**Second:** Council Member Babbitt-Pierce

**Vote:** Approved 5-0

| <b>Voting Member</b>                 | <b>Aye/Nay</b> |
|--------------------------------------|----------------|
| Mayor Robyn Prud'homme-Bauer         | Aye            |
| Vice Mayor Debbie Hunseder           | Aye            |
| Council Member Lisa O'Neill          | Aye            |
| Council Member Marney Babbitt-Pierce | Aye            |
| Council Member Laura Jones           | Aye            |

*Mayor Prud'homme-Bauer adjourned the meeting without objection at 4:36 p.m.*

APPROVED:

ATTESTED/SUBMITTED:

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Robyn Prud'homme-Bauer, Mayor

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Charity Brooks, Town Clerk

CERTIFICATION AND ATTESTATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the regular meeting of the Town Council of the Town of Clarkdale, Arizona held on the 24<sup>th</sup> day of March 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Date approved by Town Council: April 14, 2026

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Charity Brooks, Town Clerk



# Staff Report

Item Number: 5.B.

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**Agenda Item:**            **Joint Defense Agreement with the City of Cottonwood**  
Consider and act upon a Joint Defense Agreement between the City of Cottonwood and the Town of Clarkdale.

**Staff Contact:**            Joni Westcott, Parks and Recreation Director

**Meeting Date:**            April 14, 2026

**Strategic Goal:**            This agenda item supports the following Clarkdale Strategic Goal Area:

- Goal Area 1 - Enhance the quality of life for residents, businesses and visitors to Clarkdale.

**Background:**            For many years, the City of Cottonwood has conducted an annual spring marathon that traverses areas within Clarkdale. Both parties are members of the Arizona Municipal Risk Retention Pool (the Pool). Events arising from the marathon could give rise to property or liability claims against either or both parties (each a "Claim" and collectively, the "Claims"), making coordination between the parties regarding such Claims essential. Each party believes there is a mutual interest in a common, joint investigation and potential defense. The parties therefore wish to continue to pursue their separate but common interests while avoiding any suggestion of waiver of the confidentiality of privileged communications and documents.

Agreement terms include:

**Defense by the Pool:** The parties agree the Pool will defend claims that are covered by the insurance policies between the Pool and each of Clarkdale and Cottonwood. This obligation to defend does not constitute indemnification by one party to the other for claims, except for the Pool's duty to provide such defense under its policies.

**Confidential Joint Investigation and Defense:** To facilitate investigation and preparation of a fair defense of claims and to advance efficient discovery, the parties will work together. Communications among the parties, joint interviews of prospective witnesses (including expert witnesses and consultants), and other collaborative activities are intended to be confidential and protected from disclosure to third parties by attorney-client privilege,



attorney work-product privilege, or other applicable privileges or immunities.

**Defense Materials:** The parties may share or jointly prepare documents, factual materials, memoranda, interview reports, and other information (including mental impressions), collectively referred to as "Defense Materials." The parties acknowledge that absent such sharing, these materials would be privileged from disclosure, and this Agreement is intended to preserve the confidentiality of Defense Materials and avoid any waiver of privilege or immunity resulting from their exchange.

Attached is the agreement with suggested updates by the Pool. The document has been reviewed and approved by the Town's legal team.

**Budget Impact:** No budget impact.

**Recommendation:** Staff recommends that the Council approve the Joint Defense Agreement between the City of Cottonwood and the Town of Clarkdale and authorize the Mayor, Town Attorney and Town Clerk to execute all documents.

## JOINT DEFENSE AGREEMENT

This Joint Defense Agreement (“**Agreement**”), effective as of \_\_\_\_\_, 2026, concerns the joint investigation and potential defense of actual or potential Claims (as defined below).

### PARTIES

The Parties to this Agreement are: the City of Cottonwood (“**Cottonwood**”), an Arizona municipal corporation and the Town of Clarkdale (“**Clarkdale**”), an Arizona municipal corporation (collectively referred to as the “**Parties**” and individually referred to as a “**Party**”).

### COMMON INTEREST

Cottonwood desires to conduct a half marathon annually in the month of April (the “**Event**”) that will traverse areas within Clarkdale. Both of the Parties are members of the Arizona Municipal Risk Retention Pool (“**Pool**”), an Arizona nonprofit corporation. There may occur events arising out of the Event that could result in property or liability claims against either or both of the Parties (each a “**Claim**” and, collectively, the “**Claims**”) making coordination by the Parties regarding such Claims essential. Each Party further believes that there is a mutuality of interest in a common and joint investigation and potential defense among the Parties. In this regard, each of the Parties wish to continue to pursue their separate but common interests, and to avoid any suggestion of waiver of the confidentiality of privileged communication and documents. The Parties have agreed that the Pool will defend Claims that are covered by the insurance policies between the Pool and each of Clarkdale and Cottonwood. Such obligation to defend does not include an indemnification by either Party to the other for the Claims, except for the duty of the Pool to provide such defense. The Parties acknowledge that the insurance policies between the Pool and each of Clarkdale and Cottonwood may require the Pool to indemnify one or both of the Parties. The Pool will allocate its indemnity obligations to the Parties based on the relative fault of the Parties and concomitant insurance resulting from such fault.

**Commented [BS1]:** The Pool may have a duty to indemnify and provide coverage pursuant to each of its insurance contracts with the parties. See next two sentences

In order to facilitate any investigation or preparation of a fair defense to the Claims and to advance the efficient and expeditious conduct of discovery, it is reasonable and necessary that the Parties work together. Accordingly, it is the intention and understanding of the Parties that communications among them, or any of them, and any joint interviews of prospective witnesses, including expert witnesses and consultants, are confidential and are protected from disclosure to any third party by their respective clients’ attorney-client privilege and their own attorneys’ work-product privilege or immunity.

In order to pursue that joint investigation and potential defense effectively, the Parties have also concluded that, from time to time, their mutual interests may be best served by sharing or jointly preparing documents, factual material, memoranda, interview reports, and other information (including mental impressions), all of which will hereinafter be referred to as “**Defense Materials**.”

The Parties understand that in the absence of such sharing, the Defense Materials would be privileged from disclosure to adverse or other parties as a result of the attorney-client privilege, the attorney work-product doctrine or other applicable privileges and immunities. It is the purpose of this Agreement to ensure that the exchanges and disclosures of Defense Materials contemplated

herein do not diminish in any way the confidentiality of the Defense Materials and do not constitute a waiver of any privilege or immunity otherwise available.

#### AGREEMENT

For and in consideration of the mutual covenants and agreements contained herein, the Parties agree as follows:

1. Confidentiality and Use of Information.

1.1 Shared Information. Each Party may, in its discretion, disclose to the other Party information to facilitate the defense of the Claims. Such shared information may be disclosed orally or in writing: and may include but is not limited to the disclosure of documents, factual and legal analyses, summaries, and memoranda; interview reports and reports of experts, consultants or investigators; joint meetings between counsel, the Parties, their representatives and employees; and any meetings with prospective witnesses or consulting experts or litigation support service providers in connection with the litigation in person, by telephone or in any other form, and records or reports of such communications. ~~The Parties intend that no claim of work product, attorney-client privilege, or other privilege shall be waived by reason of such disclosure.~~ The Parties further intend that all communications made in connection with the defense efforts contemplated by this Agreement shall be protected from discovery by a joint defense privilege.

**Commented [BS2]:** I moved this to the next paragraph that discusses confidentiality.

1.2 Confidentiality of Shared Information. Information shared as part of the defense effort shall be held in strict confidence by the Parties and will only be disclosed to Parties, employees of Parties who are actively engaged in the defense, defense counsel, consultants, the Pool and experts (individually, "PA" and collectively, "Party Affiliates"). All such information is protected from disclosure to adverse or other persons or entities as a result of the attorney-client privilege, the work product doctrine, or other applicable privileges, protections or immunities, including (without limitation) A.R.S. § 12-2234. It is the desire, intention, and mutual understanding of the Parties hereto (a) that the sharing of Defense Materials among the Party Affiliates is not intended to, and shall not, waive or diminish in any way the confidentiality of such materials or their continued protection under the attorney-client privilege, work product doctrine or other applicable privileges, protections or immunities; and (b) that all Defense Materials provided by a Party pursuant to this Agreement that are entitled to protection under the attorney-client privilege, the work product doctrine or other applicable privileges, protections or immunities, shall remain entitled to such protection under the common interest doctrine. The Parties hereby agree the Defense Materials may not be disclosed to persons other than those described in this Agreement without the written consent of the Party or Parties that generated the requested Defense Materials. The Parties also intend and understand that any disclosure of Defense Materials is for purposes of the common interest and joint defense pursuant to this Agreement and will not constitute a waiver of any available privilege, protection or immunity. Prior to disclosure to any expert, defense counsel or consultant, such expert, defense counsel or consultant shall execute an agreement to be bound by the terms hereof. Such information shall not be used for any other purpose. Each Party shall take appropriate measures to maintain the confidentiality of all shared information, and shall not disclose shared information to any person or entity except a Party to this Agreement or Party Affiliate, as provided above.

1.3 Disclosure. The Parties will not disclose Defense Materials received from each other, or the contents thereof, to anyone except their respective clients, attorneys, or their

employees, agents, experts and consultants or the Pool, without first obtaining the consent of all Parties who may be entitled to claim any privilege with respect to such materials, as well as the consent of their counsel. An inadvertent failure to maintain the confidentiality of documents and information produced under this Agreement shall not constitute a waiver of attorney-client privilege or the work-product doctrine. Intentional disclosure of any such documents or information shall constitute a waiver, if at all, only with respect to the Party or Parties who took part in the intentional disclosure.

1.4 Duration of Confidentiality Provisions. The confidentiality obligations of the Parties under this Agreement shall survive the termination of this Agreement and shall remain in full force and effect without regard to whether a claim or lawsuit is terminated by final judgment, settlement, or otherwise, and without regard to whether any individual Party terminates its involvement in this Agreement by a lawsuit by final judgment, settlement, or otherwise. After termination of this Agreement, the Parties acknowledge that the Arizona Public Records Act applies to Defense Materials. If a public records request is made for such Defense Materials, before releasing any Defense Materials the Party proposing disclosure must notify the other Party and the Parties will seek a protective order preventing disclosure if necessary.

1.5 Permissible Discovery. The confidentiality provisions of this Agreement shall not prevent any Party from using formal discovery procedures to obtain discoverable information from any other Party. Information shared pursuant to this Agreement shall not, by virtue of such sharing, become immune from formal discovery, but such information shall retain whatever work-product or attorney-client privilege protection it had before sharing, and communications pursuant to this Agreement shall be subject to a joint defense privilege. A Party who obtains properly discoverable information from another Party pursuant to formal discovery procedures shall not be deemed to have breached the confidentiality provisions of this Agreement.

1.6 Notification of Proposed Disclosure. If any document or information within the scope of this Agreement becomes the subject of legal compulsion requiring its disclosure, the Party against whom such legal compulsion is directed shall give the other Parties reasonable advance written notice of the proposed disclosure to allow one or both more Parties to determine what action, if any, they wish to take with respect to the proposed disclosure.

1.7 Termination/Return of Materials. Defense Materials (including all copies thereof) shall be returned upon request at any time to the Party that furnished them. Defense Materials also shall be returned promptly to the Party that furnished them in the event any Party determines that the parties no longer share a common interest in the Claims or if, for any reason, the joint defense effort or this Agreement is terminated. At the conclusion of the Claims, all copies of Defense Materials shall be returned to the Party that furnished them.

## 2. Management of Claims; Costs and Representation.

2.1 The Pool will take the lead to manage the defense of and defend the Claims by a law firm selected by the Pool (the "Lead Attorney"). The Lead Attorney shall have the authority to act with the objective of reaching a comprehensive resolution of the Claims, including the following: (i) contacting the persons or entities involved in the dispute; (ii) gathering relevant facts, information, and documents; (iii) ascertaining potential liabilities of the Parties; (iv) directing and coordinating joint defense strategies; (v) leading efforts to defend the Claims,

including settlement, mediation, arbitration, or trial; and (vi) if settlement is reached, drafting settlement agreements and release agreements. The Lead Attorney shall have no role and may not have any involvement with the allocation among the Parties of any settlement amounts or judgments paid in connection with the Claims. The allocation of such amounts shall be accomplished either upon the mutual agreement of the Parties, or if such agreement cannot be reached, via binding arbitration. In connection with such negotiations and possible arbitration, each of the Parties shall be represented by separate counsel selected and paid by the Pool. Unless expressly agreed in writing by the Parties hereto otherwise, no Party shall be entitled to any compensation or reimbursement from any other Party for the participation of its employees, officers, agents, servants, or attorneys in defense of the Claims. Each Party shall cooperate fully with the others to make themselves available to any extent necessary to defend the Claims.

2.2. Except for the relationship between the Lead Attorney and the Parties: (i) nothing in this Agreement shall be construed to create an attorney-client relationship; (ii) no attorney-client relationship is intended to be created (either expressed or implied) between an attorney and the client of any other attorney; and (iii) each Party represents and acknowledges that it is represented exclusively by its own attorney and such attorneys act as legal counsel and representative of and for the benefit of their respective clients only. Notwithstanding the foregoing, all Parties are obligated to maintain the confidentiality of information as specified in the Agreement.

### 3. Additional Provisions.

3.1 Representation. No Party to this Agreement shall have the power or authority to act on behalf of any other Party in any proceeding related to a Claim or lawsuit, absent such Party's express consent.

3.2 Term/Termination. The Term of this ~~agreement~~Agreement is five (5) years (the "**Term**"), unless sooner terminated as provided herein. This Agreement may be terminated by either party upon thirty (30) days written notice should the other party breach any of its terms or otherwise violate the law in connection with the performance of any duty imposed on the party by the terms of this Agreement.

3.3 Agreement. This Agreement, the Arizona Municipal Risk Retention Pool Fifth Amended and Restated Membership Agreement between the Parties and the Pool (the "**Membership Agreement**") and the Proprietary Coverage Document attached to the Membership Agreement embodies the entire agreement between the Parties and supersedes all prior agreements and understandings relating to the subject matter herein. This Agreement may be amended or supplemented only by an instrument in writing executed by the undersigned Parties. Unless otherwise provided in this Agreement, no provision of the Agreement shall inure to the benefit of any person or entity other than the Parties.

3.4 Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be original and all of which shall constitute one document.

3.5 No Admission. Nothing in this Agreement is intended as, shall constitute, or shall be used as evidence of (a) an admission by any Party of any wrongdoing or liability, including comparative or proportionate liability or fault; (b) an admission that any Claim has merit; (c) a waiver of any right of defense; (d) an estoppel; or (e) an admission as to any other matter of

**Commented [BS3]:** We need to refer to these agreements to make sure this Joint Defense Agreement does not modify coverage or each member's duty under the Membership Agreement (e.g., pay premium).

law or fact, either among the Parties or with respect to any person or entity not a Party to this Agreement; provided, however, that any Party shall be entitled to use this Agreement to enforce the terms of this Agreement.

3.6 Enforcement. The Parties agree that a breach of the provisions of this Agreement will cause irreparable harm, for which there is no adequate remedy of law, and that such a breach may therefore be prevented or remedied by injunctive relief. Such relief may be sought by any Party against another Party in a court where litigation involving the undersigned Parties is pending or, absent that, a Court having jurisdiction over the Parties. Any Party that obtains such injunctive relief shall be entitled to recover its reasonable attorneys' fees and costs from the breaching Party.

3.7 Notice. Any such notices shall, unless otherwise provided herein, be given or served (i) by depositing the same in the United States mail, postage paid, certified and addressed to the Party to be notified, with return receipt requested, (ii) by overnight delivery using a nationally recognized overnight courier, (iii) by personal delivery, or (iv) by facsimile or email, evidenced by confirmed receipt. Notice deposited in the mail in the manner hereinabove described shall be effective on the third (3<sup>rd</sup>) business day after such deposit. Notice given in any other manner shall be effective only if and when received by the Party to be notified between the hours of 8:00 a.m. and 5:00 p.m. Arizona time of any business day with delivery made after such hours to be deemed received the following business day. A Party's address may be changed by written notice to the other Party; provided, however, that no notice of a change of address shall be effective until actual receipt of such notice.

3.8 Governing Law. This Agreement shall, in all respects, be governed, construed, applied, and enforced in accordance with the laws of the State of Arizona.

3.9 Headings. The article, section, subsection, paragraph and/or other headings of this Agreement are for convenience only and in no way limit or enlarge the scope or meaning of the language hereof.

3.10 Invalidity and Waiver. If any portion of this Agreement is held invalid or inoperative, then so far as is reasonable and possible, the remainder of this Agreement shall be deemed valid and operative, and, to the greatest extent legally possible, effect shall be given to the intent manifested by the portion held invalid or inoperative. The failure by either Party to enforce against the other any term or provisions of this Agreement shall not be deemed to be a waiver of such Party's right to enforce against the other Party the same or any other such terms or provision in the future.

~~3.403.11~~ Statutory Required Provision. This Agreement is subject to termination pursuant to A.R.S. Section 38-511.

~~3.443.12~~ Each Party knowingly and intelligently waives any conflict of interest or other objection that might otherwise be available based upon the sharing of information pursuant to this Agreement. Each Party knowingly and intelligently waives any conflict of interest or other objection that might otherwise be available against the Lead Attorney who may be provided, assigned, or appointed with the authority to act with the objective of reaching comprehensive resolution of the Claims.

(Balance of Page Not Used)

IN WITNESS WHEREOF, the Parties have executed this Joint Defense Agreement as of the date first set forth above.

DATED this \_\_\_\_ day of \_\_\_\_\_, 2026.

TOWN OF CLARKDALE

By: \_\_\_\_\_

\_\_\_\_\_  
Mayor

Attest:

Approved as to Form:

\_\_\_\_\_  
Town Clerk

\_\_\_\_\_  
Town Attorney

CITY OF COTTONWOOD

By: \_\_\_\_\_

\_\_\_\_\_  
Ann Shaw, Mayor

Attest:

Approved as to Form:

\_\_\_\_\_  
Tami Mayes, City Clerk

\_\_\_\_\_  
John A. Gaylord, City Attorney





# Staff Report

Item Number: 6.B.

**Agenda Item:** **PUBLIC HEARING: Conditional Use Permit #250188 - Circle K Gas Station and Convenience Store**  
The Council will hold a public hearing to take comments on Conditional Use Permit #250188 - Circle K gas station and convenience store.

**Staff Contact:** Scott Ellis, Community Development Director

**Meeting Date:** April 14, 2026

**Strategic Goal:** This agenda item supports the following Clarkdale Strategic Goal Area:

- Goal Area 1 - Enhance the quality of life for residents, businesses, and visitors to Clarkdale.
- Goal Area 3 - Strengthen and diversify our economy through cultivating a business-friendly climate for business attraction and strategically capitalizing upon tourism.

**Background:** The applicant, Westwood Professional Services, Inc., on behalf of Circle K, has submitted a request for Conditional Use Permit (CUP) approval to construct and operate a convenience store with fuel sales on approximately 2.69 acres located at 1192 State Route 89A, at the northeast corner of State Route 89A and Lincoln Drive. The subject property is currently vacant, zoned Commercial, and designated Neighborhood Commercial under the Town of Clarkdale General Plan.

The proposed development includes a ±5,200-square-foot convenience store, an 18-foot, 6-inch fuel canopy with 12 fueling positions, underground fuel storage tanks, parking, circulation, landscaping, and associated site improvements. A 6-foot masonry wall is proposed along the east property line adjacent to residential uses. The store is proposed to operate 24-hours per day and is designed to serve both local residents and travelers along the State Route 89A corridor. The site plan provides 19 standard parking spaces, including two ADA-accessible spaces, and eight truck/RV spaces, meeting minimum code requirements.

Fuel sales are permitted in the Commercial District subject to approval of a Conditional Use Permit in accordance with Chapter 5 of the Clarkdale Zoning Code. The Planning Commission held a public hearing, evaluated the request

against the required findings, and has forwarded a recommendation of approval to the Town Council for final action.

### **Additional Technical Review (Wall Height, Noise, and Access)**

At the request of the Planning Commission, the applicant provided additional analysis regarding the effectiveness of a 6-foot versus 8-foot perimeter wall along the eastern property boundary.

#### *Noise Attenuation:*

An acoustical analysis prepared by Tenor Engineering evaluated both wall heights and found that a 6-foot wall would reduce sound levels by approximately 9–10 dBA at nearby residences, while an 8-foot wall would increase reduction to approximately 12–13 dBA. This represents roughly a 15% improvement, which is considered barely perceptible to most individuals. The study further concluded that projected noise levels at the nearest residential windows would be less than 45 dBA, making site-generated noise barely audible and quieter than existing State Route 89A traffic.

#### *Site Design and Topography:*

A civil engineering analysis determined that increasing the wall height from 6 feet to 8 feet would not result in a meaningful increase in effective sound buffering due to existing grade differences between the site and adjacent residential properties. The placement of the approximately 20-foot-tall building toward the rear of the site also provides a more substantial sound barrier than the wall alone.

#### *Access and Traffic Coordination:*

Primary access to the site is provided from State Route 89A and Lincoln Drive. The project has been reviewed in coordination with the Arizona Department of Transportation (ADOT), which maintains jurisdiction over State Route 89A. A Traffic Impact Analysis (TIA) was prepared and approved as part of the development review process.

The approved TIA determined that the proposed access configuration will operate safely and efficiently with the existing roadway network, including the nearby roundabout at the State Route 89A and Lincoln Drive intersection. The site is designed to emphasize controlled movements to minimize potential conflict points and maintain traffic flow along the corridor, which includes right-in/right-out access where appropriate and a right turn deceleration lane on 89A.

As part of the Planning Commission review, additional consideration was given to potential left-turn movements on Lincoln Drive. The analysis confirmed that a raised median is already in place along Lincoln Drive, extending from the State Route 89A intersection past the proposed site driveway. This existing configuration effectively restricts left-turn movements for vehicles entering and exiting the site in this area.

Based on the approved TIA, no additional median modifications were

identified as necessary to maintain safe operations. However, the applicant has initiated coordination with ADOT to confirm whether any further improvements or modifications to the median are warranted. Final access design and any required improvements will be subject to ADOT review and approval prior to construction.

Overall, the proposed access design is consistent with state and local standards and is not anticipated to create adverse traffic impacts to the surrounding roadway network.

## **Findings**

### *Consistency with the General Plan:*

The Neighborhood Commercial designation supports retail and service uses that serve nearby residents and the traveling public. The proposed use is consistent with this designation and the established commercial corridor along State Route 89A.

### *Compliance with the Zoning Code:*

Fuel sales are allowed subject to a CUP in the Commercial District. The proposal meets applicable development standards, including setbacks, building height, parking, lighting, landscaping, and screening. Fuel storage is underground and designed in accordance with applicable regulations.

### *Compatibility with Surrounding Uses:*

Commercial zoning exists to the south and west, with residential uses to the north and east. The project incorporates buffering elements, including building placement, landscaping, lighting controls, and a perimeter wall along the east property line. Based on the submitted analyses, the 6-foot wall, in combination with site grading and building orientation, provides effective mitigation of potential impacts.

### *Public Health, Safety, and Welfare:*

The project includes modern fuel system design, fire suppression, spill containment, and emergency shutoff features. Access is designed to function safely with the existing roadway network and roundabout configuration and has been reviewed in coordination with ADOT. The development is not anticipated to be detrimental to public health, safety, or welfare.

### *Adequate Infrastructure and Services:*

The site has access to necessary utilities, roadway infrastructure, and emergency services. Adequate public facilities are available to serve the proposed development.

## **Stipulations**

1. A building permit shall be issued within one year of the effective date of the Conditional Use Permit, and substantial construction shall occur. The permit shall become null and void if construction does not conform

to the approved site plan.

2. The project shall comply with all applicable provisions of the Clarkdale Zoning Code, including but not limited to Chapter 3 (Zoning Districts), Chapter 4 (General Provisions), Chapter 7 (Signs), Chapter 8 (Outdoor Lighting Code), and Chapter 9 (Landscape Design Standards).
3. Design Review approval by the Community Development Director is required prior to issuance of building permits.
4. All departmental and agency comments shall be addressed to the satisfaction of the Town prior to issuance of permits.
5. Any future revocation, renewal, abandonment, modification, or expansion of the use shall be processed in accordance with Chapter 5 of the Clarkdale Zoning Code.

Attachments to consider are under Item 6.C.

**Budget Impact:** No budget impact.

**Recommendation:** Public hearing only. No recommendation.



# Staff Report

Item Number: 6.C.

|                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><u>Agenda Item:</u></b>    | <b>Conditional Use Permit #250188 – Circle K Gas Station and Convenience Store</b><br>Discuss, consider, and act upon Conditional Use Permit #250188 – Circle K gas station and convenience store.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b><u>Staff Contact:</u></b>  | Scott Ellis, Community Development Director                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b><u>Meeting Date:</u></b>   | April 14, 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b><u>Strategic Goal:</u></b> | <p>This agenda item supports the following Clarkdale Strategic Goal Area:</p> <ul style="list-style-type: none"><li>• Goal Area 1 - Enhance the quality of life for residents, businesses, and visitors to Clarkdale.</li><li>• Goal Area 3 - Strengthen and diversify our economy through cultivating a business-friendly climate for business attraction and strategically capitalizing upon tourism.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b><u>Background:</u></b>     | <p>The applicant, Westwood Professional Services, Inc., on behalf of Circle K, has submitted a request for Conditional Use Permit (CUP) approval to construct and operate a convenience store with fuel sales on approximately 2.69 acres located at 1192 State Route 89A, at the northeast corner of State Route 89A and Lincoln Drive. The subject property is currently vacant, zoned Commercial, and designated Neighborhood Commercial under the Town of Clarkdale General Plan.</p> <p>The proposed development includes a ±5,200-square-foot convenience store, an 18-foot, 6-inch fuel canopy with 12 fueling positions, underground fuel storage tanks, parking, circulation, landscaping, and associated site improvements. A 6-foot masonry wall is proposed along the east property line adjacent to residential uses. The store is proposed to operate 24-hours per day and is designed to serve both local residents and travelers along the State Route 89A corridor. The site plan provides 19 standard parking spaces, including two ADA-accessible spaces, and eight truck/RV spaces, meeting minimum code requirements.</p> <p>Fuel sales are permitted in the Commercial District subject to approval of a Conditional Use Permit in accordance with Chapter 5 of the Clarkdale Zoning Code. The Planning Commission held a public hearing, evaluated the request against the required findings, and has forwarded a recommendation of</p> |

approval to the Town Council for final action.

### **Additional Technical Review (Wall Height, Noise, and Access)**

At the request of the Planning Commission, the applicant provided additional analysis regarding the effectiveness of a 6-foot versus 8-foot perimeter wall along the eastern property boundary.

#### *Noise Attenuation:*

An acoustical analysis prepared by Tenor Engineering evaluated both wall heights and found that a 6-foot wall would reduce sound levels by approximately 9–10 dBA at nearby residences, while an 8-foot wall would increase reduction to approximately 12–13 dBA. This represents roughly a 15% improvement, which is considered barely perceptible to most individuals. The study further concluded that projected noise levels at the nearest residential windows would be less than 45 dBA, making site-generated noise barely audible and quieter than existing State Route 89A traffic.

#### *Site Design and Topography:*

A civil engineering analysis determined that increasing the wall height from 6 feet to 8 feet would not result in a meaningful increase in effective sound buffering due to existing grade differences between the site and adjacent residential properties. The placement of the approximately 20-foot-tall building toward the rear of the site also provides a more substantial sound barrier than the wall alone.

#### *Access and Traffic Coordination:*

Primary access to the site is provided from State Route 89A and Lincoln Drive. The project has been reviewed in coordination with the Arizona Department of Transportation (ADOT), which maintains jurisdiction over State Route 89A. A Traffic Impact Analysis (TIA) was prepared and approved as part of the development review process.

The approved TIA determined that the proposed access configuration will operate safely and efficiently with the existing roadway network, including the nearby roundabout at the State Route 89A and Lincoln Drive intersection. The site is designed to emphasize controlled movements to minimize potential conflict points and maintain traffic flow along the corridor, which includes right-in/right-out access where appropriate and a right turn deceleration lane on 89A.

As part of the Planning Commission review, additional consideration was given to potential left-turn movements on Lincoln Drive. The analysis confirmed that a raised median is already in place along Lincoln Drive, extending from the State Route 89A intersection past the proposed site driveway. This existing configuration effectively restricts left-turn movements for vehicles entering and exiting the site in this area.

Based on the approved TIA, no additional median modifications were identified as necessary to maintain safe operations. However, the applicant has initiated coordination with ADOT to confirm whether any further

improvements or modifications to the median are warranted. Final access design and any required improvements will be subject to ADOT review and approval prior to construction.

Overall, the proposed access design is consistent with state and local standards and is not anticipated to create adverse traffic impacts to the surrounding roadway network.

## **Findings**

### *Consistency with the General Plan:*

The Neighborhood Commercial designation supports retail and service uses that serve nearby residents and the traveling public. The proposed use is consistent with this designation and the established commercial corridor along State Route 89A.

### *Compliance with the Zoning Code:*

Fuel sales are allowed subject to a CUP in the Commercial District. The proposal meets applicable development standards, including setbacks, building height, parking, lighting, landscaping, and screening. Fuel storage is underground and designed in accordance with applicable regulations.

### *Compatibility with Surrounding Uses:*

Commercial zoning exists to the south and west, with residential uses to the north and east. The project incorporates buffering elements, including building placement, landscaping, lighting controls, and a perimeter wall along the east property line. Based on the submitted analyses, the 6-foot wall, in combination with site grading and building orientation, provides effective mitigation of potential impacts.

### *Public Health, Safety, and Welfare:*

The project includes modern fuel system design, fire suppression, spill containment, and emergency shutoff features. Access is designed to function safely with the existing roadway network and roundabout configuration and has been reviewed in coordination with ADOT. The development is not anticipated to be detrimental to public health, safety, or welfare.

### *Adequate Infrastructure and Services:*

The site has access to necessary utilities, roadway infrastructure, and emergency services. Adequate public facilities are available to serve the proposed development.

## **Stipulations**

1. A building permit shall be issued within one year of the effective date of the Conditional Use Permit, and substantial construction shall occur. The permit shall become null and void if construction does not conform to the approved site plan.
2. The project shall comply with all applicable provisions of the Clarkdale Zoning Code, including but not limited to Chapter 3 (Zoning Districts),

Chapter 4 (General Provisions), Chapter 7 (Signs), Chapter 8 (Outdoor Lighting Code), and Chapter 9 (Landscape Design Standards).

3. Design Review approval by the Community Development Director is required prior to issuance of building permits.
4. All departmental and agency comments shall be addressed to the satisfaction of the Town prior to issuance of permits.
5. Any future revocation, renewal, abandonment, modification, or expansion of the use shall be processed in accordance with Chapter 5 of the Clarkdale Zoning Code.

**Budget Impact:** No budget impact.

**Recommendation:**

Based on the materials submitted, and the analysis conducted, staff finds that the applicant meets all required findings under Chapter 5 of the Clarkdale Zoning Code for approval of a Conditional Use Permit.

The Planning Commission has recommended approval. Staff recommends that the Town Council approve the Conditional Use Permit, subject to the stipulations listed above.

**Recommended motion with NO additional stipulations:** "I motion to approve Conditional Use Permit (CUP) #250188 to construct and operate a Circle K convenience store with fuel sales, in accordance with the stipulations as stated in the staff report."

**Recommended motion with additional stipulations:** "I motion to approve Conditional Use Permit (CUP) #250188 to construct and operate a Circle K convenience store with fuel sales, in accordance with the stipulations as stated in the staff report, including the additional stipulation/s..... "





## TOWN OF CLARKDALE

890 Main Street  
Clarkdale, AZ 86324  
(928) 639-2500

Please email completed form to:  
[communitydevelopment@Clarkdale.az.gov](mailto:communitydevelopment@Clarkdale.az.gov)

## COMMUNITY DEVELOPMENT DEPARTMENT PLANNING COMMISSION APPLICATION

PLEASE PRINT

Date Received: 11-17-25  
By: CE  
Project # 250-188  
Proj. Mtg. Date: \_\_\_\_\_  
Parcel # 406-26-300B  
Zoning Commercial

### IMPORTANT INFORMATION

#### STEPS FOR COMPLETING THE APPLICATION PROCESS:

1. Review submittal deadlines and requirements HERE.
2. Complete this application.
3. Contact our office at (928) 639-2500 to schedule the required Pre-Application Meeting.
4. Work with staff to determine all information required for submittal.
5. Submit your completed application.
6. Pay fee at the time of application submittal.

**Paid on 11-20-2025 PAYROC**

Potentially  
Jan 20th 2026

#### ~~Submittal Deadline Hearing Date~~

|                      |                      |
|----------------------|----------------------|
| <del>12/8/2024</del> | <del>1/7/2025</del>  |
| <del>1/5/2025</del>  | <del>2/4/2025</del>  |
| <del>2/2/2025</del>  | <del>3/4/2025</del>  |
| <del>3/2/2025</del>  | <del>4/1/2025</del>  |
| <del>4/6/2025</del>  | <del>5/6/2025</del>  |
| <del>5/4/2025</del>  | <del>6/3/2025</del>  |
| <del>6/1/2025</del>  | <del>7/1/2025</del>  |
| <del>7/6/2025</del>  | <del>8/3/2025</del>  |
| <del>8/3/2025</del>  | <del>9/2/2025</del>  |
| <del>9/7/2025</del>  | <del>10/7/2025</del> |
| <del>10/5/2025</del> | <del>11/4/2025</del> |
| <del>11/2/2025</del> | <del>12/2/2025</del> |

Please note: If the Town requires review from outside consultants, a deposit as initial payment towards the consultant's fees shall be paid by the applicant to the Town upon submittal of any development application. (Per Town Code, Section 3-5-3)

### APPLICANT INFORMATION

CURRENT ZONING C-Comme PROPOSED ZONING \_\_\_\_\_ GENERAL PLAN DESIGNATION NC-Neighborhood Commercial

#### PLEASE CHECK ALL THAT YOU ARE APPLYING FOR:

☒ CONDITIONAL USE PERMIT  
= \$800.00

☐ SUBDIVISION ☐ ZONE CHANGE REQUEST ☒ DESIGN REVIEW  
= \$350.00

THE APPLICANT WILL BE THE ONLY PERSON NOTIFIED BY THE TOWN OF THE MEETING SCHEDULE. IT WILL BE HIS OR HER RESPONSIBILITY TO NOTIFY OTHER PARTIES WHO MAY BE INVOLVED.

PROPERTY ADDRESS NE corner of SR 89A and Lincoln Drive (1192 State Route 89A)

APPLICANT NAME(S) Waldy Coronado, Westwood Professional Services, Inc.

APPLICANT PHONE [REDACTED] APPLICANT E-MAIL [REDACTED]

APPLICANT'S RELATIONSHIP TO PROPERTY OWNER Civil Engineer for the proposed Circle K Store project.

### OWNER INFORMATION AND CERTIFICATION

PLEASE COMPLETE IF THE APPLICANT IS NOT THE PROPERTY OWNER.

PROPERTY OWNER'S NAME ISAACSON STEEN CHILDREN LTD

PROPERTY OWNER'S PHONE [REDACTED] PROPERTY OWNER'S EMAIL [REDACTED]

I certify I am an owner authorized to conduct business related to this property and the information and exhibits herewith are true and correct to the best of my knowledge in filling out this application. I am acting with the knowledge and consent of all persons in interest and understand that without the consent of all persons in interest the requested action cannot lawfully be accomplished. I give my permission for authorized officials of the Town of Clarkdale to enter the premises described in this application as necessary to determine the suitability of the request and to ascertain compliance with all applicable Town Codes.

SIGNATURE [REDACTED] DATE 11/4/2025



## CONDITIONAL USE PERMIT NARRATIVE

Circle K Gas Station and Convenience Store

NE Corner of SR 89A and Lincoln Drive, Clarkdale, Arizona

APN: 406-26-300B

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## PROJECT SUMMARY

Applicant: Circle K Stores Inc.

Site Address: NE corner of SR 89A and Lincoln Drive

APN: 406-26-300B

Lot Size: 2 Acres

Current Use: Undeveloped

Proposed Use: Circle K Gas Station with 5,200 sq ft convenience store

Current Zoning: Commercial

Current LU Designation: Neighborhood Commercial

## PROJECT DESCRIPTION

Circle K Stores Inc. requests approval of a Conditional Use Permit to construct and operate a modern gas station and convenience store facility on a 2.001-acre portion of a larger 5.41-acre undeveloped parcel located at the northeast corner of SR 89A and Lincoln Drive in Clarkdale, Arizona. The proposed development will include a 5,200 square foot convenience store building with an associated fuel canopy housing 6 fuel dispenser (12 fueling positions) and two 20,000 gallon underground storage tanks.

## GENERAL PLAN AND ZONING COMPLIANCE

### General Plan Compliance

The subject property is designated as Neighborhood Commercial in the Town's General Plan, which allows for convenient goods and services for residential access intended to serve the local market and meet the daily needs of residents. The proposed Circle K facility directly aligns with this designation by providing essential services including:

- Fuel for local residents and travelers along SR 89A
- Convenience store items for daily needs
- 24-hour accessibility for emergency fuel needs
- Quick-stop retail services reducing trips to distant commercial centers

## Zoning Compliance

The property is zoned Commercial, and the proposed use is specifically permitted as a conditional use under Chapter 3, Zoning Districts, Section 3-100 Commercial, Subsection C, which allows "Convenience stores/filling stations provided bulk storage of inflammable liquids is underground" (3-10 (B) (5)). The proposed development fully complies with this requirement, as all fuel storage will be in modern underground storage tanks meeting or exceeding current environmental and safety standards.

## CONDITIONAL USE PERMIT JUSTIFICATION

### Public Need and Convenience

The proposed Circle K facility addresses a demonstrated public need in the Clarkdale community:

1. Strategic Location: Positioned at the intersection of SR 89A (a major state highway) and Lincoln Drive, the facility will serve both local residents and regional travelers
2. Service Gap: Reduces Travel time for local residents
3. Emergency Services: 24-hour fuel availability enhances community safety and emergency preparedness
4. Economic Benefit: Provides local employment opportunities and increases tax revenue for the Town

### Compatibility with Surrounding Area

Adjacent Land Uses: The proposed Circle K is appropriately located to serve as a transition between different land uses:

- North: R4 (Manufactured Home Residential) zoning with existing residential development
- East: R4 (Manufactured Home Residential) zoning with existing residential development
- South: Commercial zoning, currently undeveloped
- West: Commercial zoning with existing retail development

Land Use Compatibility: The proposed use serves as an appropriate buffer between the residential neighborhoods to the north and east and the commercial corridor along SR 89A. The facility will provide convenient services to nearby residents while maintaining compatibility through:

- Quality architectural design and materials
- Appropriate setbacks from residential properties (48+ feet)
- Professional landscaping and screening
- Controlled access design that minimizes traffic impacts on residential streets

#### Landscaping and Design Compatibility

The development incorporates high-quality architectural design and landscaping to ensure compatibility with the surrounding area

#### Landscaping Plan

A comprehensive landscape plan has been prepared that meets all Town code requirements for commercial development, including appropriate plant materials, irrigation systems, and screening of service areas.

#### Architectural Design

The convenience store features contemporary design with quality materials including:

- Nichiha fiber cement panels in coordinated earth tones
- "Tuff Block" panels in "Morning Fog" and "Drift of Mist" colors
- Canyon Brick in "Shale Brown" accent
- Dark bronze anodized storefront system
- All roof-top HVAC will be screened from public view.

#### Site Amenities

The development includes customer amenities such as:

- Dedicated seating area
- Bike rack for alternative transportation users
- Air/water station for public use

## Site Adequacy

The 2.001-acre development area provides ample space for the proposed use with a building footprint of 5,200 square feet, representing minimal lot coverage and allowing for substantial landscaping and circulation areas.

## Building Height

The convenience store building reaches a maximum height of 22 feet (to parapet) with the fuel canopy at 18'-6" to top of fascia, both well within commercial zoning height limits.

## Setbacks

The development exceeds all required setbacks:

- Front yard (SR 89A): 30 feet required, 48 feet provided
- Rear yard: 20 feet required, 48 feet provided
- Side yards: 0 feet required, substantial setbacks provided

## Parking

The site provides 17 standard parking spaces (16 regular + 1 ADA) plus 8 RV parking spaces and 12 fueling positions, exceeding the 15 spaces required by code (1 space per 200 SF of building area).

## Traffic Impacts

Circle K is working to complete a Traffic Impact Analysis (TIA) which will be reviewed/approved by both ADOT and the Town of Clarkdale to ensure all traffic safety measures are properly addressed.

## Fuel Canopy Design

The fuel canopy features matching architectural elements and materials, creating a cohesive design aesthetic.

## Access Design

The development features right-in/right-out access points designed to work safely with ADOT's roundabout configuration and minimize conflicts with through traffic on SR 89A.

## Internal Circulation

The site layout provides efficient internal circulation with:

- 24-foot drive aisles meeting code requirements

- Adequate stacking space at fuel dispensers to prevent backup onto public streets
- Separate truck delivery access that accommodates weekly fuel and merchandise deliveries
- Clear sight lines and turning radii for all vehicle types

#### Explosion and Fire Prevention

The facility incorporates comprehensive safety systems:

- Modern underground storage tanks with double-wall construction and leak detection
- Emergency fuel shut-off switches accessible from multiple locations
- Fire suppression systems throughout the convenience store
- Automatic fire sprinkler system per code requirements
- Fire department connection

#### Environmental Protection

- All fuel storage in underground tanks meeting Arizona Department of Environmental Quality standards
- Vapor recovery systems on all fuel dispensers to minimize air quality impacts
- Spill containment and cleanup protocols
- Underground grease interceptor for food service operations

#### Noise Control

Operations will minimize noise impacts through:

- Modern fuel dispensers with quiet operation
- Building orientation to minimize noise toward residential areas

#### Odor and Air Quality

- Proper ventilation systems throughout the facility
- Regular maintenance protocols to prevent odor issues

## Lighting

Photometric lighting plan ensures adequate illumination for safety while minimizing impacts:

- Downward facing LED lighting fixtures. Follow Dark sky ordinance.
- Full cut-off fixtures to prevent glare and light trespass
- Appropriate illumination levels for security without over-lighting

## Signage

Signage plan adheres to Town code requirements for size, placement, and illumination.

## Hours of Operation

The facility will operate 24 hours a day, 7 days a week, providing essential fuel and convenience services to the community around the clock.

## Staffing

The store will maintain 2-4 employees per shift, ensuring adequate customer service and security coverage at all times.

## Deliveries

Fuel and merchandise deliveries are typically scheduled during morning hours on a weekly basis, with truck movements designed to work with ADOT's roundabout configuration without disrupting traffic flow.

## Access Management

The site design provides controlled access through right-in/right-out movements that integrate safely with the existing transportation infrastructure.

## Positive Economic Effects

- Creation of local employment opportunities (estimated 15-20 full and part-time positions)
- Increased property tax revenue for the Town
- Sales tax generation from fuel and convenience store sales
- Attraction of additional commercial development to the area
- Reduced travel costs for residents accessing fuel and convenience items

## Property Values

The professionally designed and maintained facility will:

- Enhance the commercial corridor's appearance
- Provide convenient services that increase area desirability
- Maintain compatibility with surrounding land uses
- Include quality architectural design and landscaping

## CONDITIONAL USE PERMIT FINDINGS

### Finding 1: Compatibility with General Plan

The proposed Circle K gas station and convenience store is fully consistent with the Neighborhood Commercial land use designation, providing convenient goods and services intended to serve the local market and meet daily resident needs.

### Finding 2: Zoning Compliance

The proposed use is specifically listed as a conditional use in the Commercial zoning district, and all operational requirements (including underground fuel storage) will be met.

### Finding 3: Public Health, Safety, and Welfare

The proposed development incorporates comprehensive safety measures, environmental protections, and operational standards that protect public health, safety, and welfare. Modern equipment, professional management, and regulatory compliance ensure safe operation.

### Finding 4: No Adverse Impact on Surrounding Properties

The proposed use is compatible with the commercial corridor location and will not adversely impact surrounding properties due to:

- Appropriate site design and layout
- Quality architectural treatment
- Comprehensive landscaping and screening
- Professional operation and maintenance standards

### Finding 5: Adequate Public Facilities

The site has access to adequate public facilities including:

- Public water and sewer systems



- Electrical power
- Telecommunications infrastructure
- Emergency services access
- Transportation infrastructure (SR 89A and Lincoln Drive)

## COMMUNITY ENGAGEMENT

Circle K Stores Inc. is committed to being a positive community partner and welcomes input from Clarkdale residents and the organized neighborhood groups. We are prepared to:

- Address community concerns where possible
- Maintain open communication throughout the development process
- Operate as a responsible corporate citizen

## CONCLUSION

The proposed Circle K gas station and convenience store represents a beneficial addition to the Clarkdale community that:

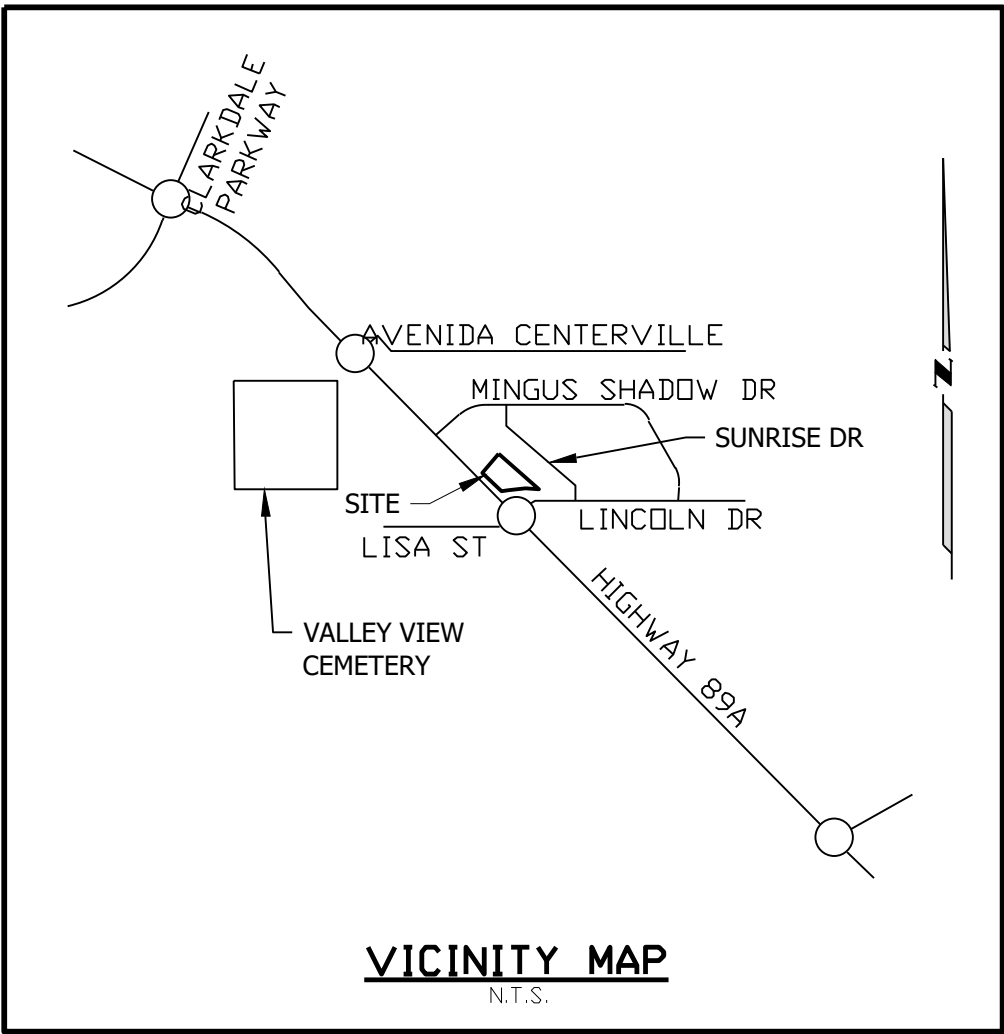
1. Meets a demonstrated public need for convenient fuel and retail services
2. Complies with all applicable zoning and general plan requirements
3. Incorporates appropriate safety and environmental protection measures
4. Enhances the economic vitality of the SR 89A commercial corridor
5. Provides quality design that respects community character

The project satisfies all requirements for Conditional Use Permit approval and will serve as a valuable community asset. We respectfully request the Planning Commission's recommendation for approval and the Town Council's authorization of this Conditional Use Permit.

SITE PLAN

CIRCLE K - CLARKDALE

BEING A PORTION OF THE SOUTHWEST QUARTER OF  
SECTION 29, TOWNSHIP 16 NORTH, RANGE 3 EAST,  
OF THE GILA & SALT RIVER MERIDIAN  
YAVAPAI COUNTY, ARIZONA



LEGEND

|  |                             |          |                                 |
|--|-----------------------------|----------|---------------------------------|
|  | PROPERTY LINE               | T.O.C.   | TOWN OF CLARKDALE               |
|  | RIGHT OF WAY LINE           | R.O.W.   | RIGHT OF WAY                    |
|  | SECTION LINE                | M.C.R.   | MARICOPA COUNTY RECORDER OFFICE |
|  | CENTER LINE                 | A.P.N.   | ASSESSOR PARCEL NUMBER          |
|  | EASEMENT LINE               | P.U.E.   | PUBLIC UTILITY EASEMENT         |
|  | HIGH WATER LINE             | B/C      | BACK CURB                       |
|  | CONTOUR LINE                | F/C      | FACE CURB                       |
|  | EXISTING CONTOUR LINE       | B/W      | BACK WALK                       |
|  | UNDERGROUND UTILITY         | F/W      | FACE WALK                       |
|  | EDGE OF PAVEMENT            | TC       | TOP CURB ELEVATION              |
|  | SURVEY MONUMENT IN HANDHOLE | G        | GUTTER ELEVATION                |
|  | SURVEY MONUMENT FLUSH       | P        | PAVEMENT ELEVATION              |
|  | FOUND SURVEY MONUMENT       | C        | CONCRETE ELEVATION              |
|  | SIGN                        | NG       | NATURAL GROUND                  |
|  | CABLE TV                    | INV      | INVERT                          |
|  | UNDERGROUND ELECTRIC        | VG       | VALLEY GUTTER                   |
|  | CABLE TV RISER              | BOT      | BOTTOM BANK                     |
|  | OVERHEAD ELECTRIC           | TW       | TOP WALL                        |
|  | SEWER                       | S.V.T.   | SIGHT VISIBILITY TRIANGLE       |
|  | SEWER MANHOLE               | T.VLT.   | TELEPHONE VAULT                 |
|  | GAS VALVE                   | T.R.     | TELEPHONE RISER                 |
|  | UNDERGROUND WATER           | T        | UNDERGROUND TELEPHONE           |
|  | WATER VALVE                 | OHE      | OVERHEAD ELECTRIC               |
|  | FIRE HYDRANT                | D.G.     | DOWN GUY                        |
|  | POWER POLE W/LIGHT          | P.P.     | POWER POLE                      |
|  | POWER POLE W/LIGHT          | E        | UNDERGROUND ELECTRIC            |
|  | UNDERGROUND GAS             | CTV      | UNDERGROUND CABLE TV            |
|  | UNDERGROUND FIBER           | CT J.B.  | CABLE TV J-BOX                  |
|  | OPTIC DOWN GUY              | T.S.J.B. | TRAFFIC SIGNAL J-BOX            |
|  | POWER POLE                  | T.S.C.B. | TRAFFIC SIGNAL CONTROL BOX      |
|  | ADA COMPLIANT PATH          |          | TRAFFIC SIGNAL                  |

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF YAVAPAI, STATE OF ARIZONA AND IS DESCRIBED AS FOLLOWS:  
TRACT A, REVERSIONARY PLAT OF TRACTS B THROUGH K, MINGUS SHADOW, UNIT 3, ACCORDING TO THE PLAT RECORDED IN BOOK 34 OF MAPS, PAGE 37, RECORDS OF YAVAPAI COUNTY, ARIZONA.

EXCEPT THAT PART THEREOF DEEDED TO THE STATE OF ARIZONA, BY AND THROUGH IT'S DEPARTMENT OF TRANSPORTATION RECORDED IN BOOK 4538 OF OFFICIAL RECORDS, PAGE 726, RECORDS OF YAVAPAI COUNTY, ARIZONA WHICH LIES BETWEEN THE EXISTING NORTHEASTERLY RIGHT OF WAY LINE OF STATE ROUTE 89A (PRESCOTT-FLAGSTAFF HIGHWAY) AND THE FOLLOWING DESCRIBED "NEW RIGHT OF WAY LINE" NEW RIGHT OF WAY LINE DESCRIPTION:

COMMENCING AT A 3 ½ INCH BRASS CAP MARKING THE CENTER QUARTER CORNER OF SAID SECTION 29, TOWNSHIP 29 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, BEING NORTH 89 DEGREES 49 MINUTES 23 SECONDS EAST, A DISTANCE OF 2657.16 FEET FROM A 3 ½ INCH BRASS CAP MARKING THE WEST QUARTER OF SAID SECTION 29; THENCE ALONG THE EAST-WEST MID SECTION LINE OF SAID SECTION 29, SOUTH 89 DEGREES 49 MINUTES 23 SECONDS WEST, A DISTANCE OF 141.38 FEET TO THE EXISTING RIGHT OF WAY CENTER LINE OF SAID STATE ROUTE 89A; THENCE ALONG SAID EXISTING RIGHT OF WAY CENTERLINE NORTH 44 DEGREES 34 MINUTES 35 SECONDS WEST, A DISTANCE OF 1027.71 FEET; THENCE NORTH 45 DEGREES 25 MINUTES 25 SECONDS EAST, A DISTANCE OF 86.00 FEET TO THE POINT OF BEGINNING ON THE EXISTING SOUTHEASTERLY RIGHT OF WAY LINE OF MINGUS SHADOWS DRIVE, BEING THE NORTHWESTERLY LINE OF SAID TRACT A, TOWN OF CLARKDALE REVERSIONARY PLAT; THENCE SOUTH 44 DEGREES 34 MINUTES 35 SECONDS EAST, A DISTANCE OF 738.82 FEET; THENCE SOUTH 76 DEGREES 11 MINUTES 02 SECONDS EAST, A DISTANCE OF 122.11 FEET; THENCE NORTH 71 DEGREES 59 MINUTES 19 SECONDS EAST, A DISTANCE OF 134.16 FEET; THENCE SOUTH 73 DEGREES 31 MINUTES 29 SECONDS EAST, A DISTANCE OF 154.95 FEET TO THE POINT OF ENDING ON THE EXISTING NORTHERLY RIGHT OF WAY LINE OF LINCOLN DRIVE, BEING THE SOUTHEASTERLY LINE OF SAID TRACT A, OF TOWN OF CLARKDALE REVERSIONARY PLAT.

BENCHMARK

ELEVATIONS AND GROUND CONTOURS SHOWN HEREON ARE BASED ON A LOCAL VERTICAL DATUM RELATIVE TO NGS MONUMENT PANORAMA: WHICH HAS AN ELEVATION OF 3936.50 FEET.

BASIS OF BEARING

THE SOUTH LINE OF THE NORTHWEST QUARTER OF SECTION 29, T. 16 NORTH, R. 3 EAST, G.&S.R.M. WHICH BEARS SOUTH 89°49'42" WEST (ASSUMED).

FLOOD ZONE

THE SUBJECT PROPERTY IS LOCATED WITHIN SHADED ZONE "IX" DEFINED 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 AREA PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD; PER FIRM MAP NO. 04025C1393H DATED OCTOBER 16, 2015.

SHEET INDEX

|                   |       |
|-------------------|-------|
| COVER SHEET       | 1     |
| SITE PLAN         | 2     |
| SITE PLAN (CONT.) | 3     |
| SITE DETAILS      | SD1.2 |
| SITE DETAILS      | SD1.3 |

PROJECT INFORMATION

|                                                                    |                                              |                                        |
|--------------------------------------------------------------------|----------------------------------------------|----------------------------------------|
| EXISTING ZONING:                                                   | NC - NEIGHBORHOOD COMMERCIAL                 |                                        |
| PROPERTY AREA:                                                     | 116,954 S.F. (2.69 AC)                       |                                        |
| PROPOSED OPEN SPACE:                                               | 25% OF OVERALL LOT                           |                                        |
| REQUIRED                                                           | 44,499 S.F. (38% OF OVERALL LOT)             |                                        |
| PROPOSED                                                           |                                              |                                        |
| CURRENT LAND USE:                                                  | UNDEVELOPED                                  |                                        |
| BUILDING SETBACK PER CODE:                                         | REQUIRED                                     | PROVIDED                               |
| FRONT                                                              | 30 FT.                                       | 171 FT.                                |
| SIDE                                                               | 0 FT.                                        | 182 FT.                                |
| REAR                                                               | 20 FT.                                       | 48 FT.                                 |
| LANDSCAPE SETBACK:                                                 | REQUIRED                                     | PROVIDED                               |
| STREET RIGHT-OF-WAY                                                | 15'                                          | 15'                                    |
| BUILDING HEIGHT:                                                   | MAX. HEIGHT                                  | 35 FT. MAX.                            |
| PROVIDED                                                           | 25 FT.                                       |                                        |
| PARKING SETBACK:                                                   | 99' = FRONT AND ROW                          |                                        |
|                                                                    | 10' = SIDE AND REAR                          |                                        |
| PARKING SPACE/DRIVE AISLE:                                         | REQUIRED                                     | 9 FT. WIDE X 20 FT. LONG, 24 FT. AISLE |
| PROVIDED                                                           | 9.5 FT. WIDE X 20 FT. LONG, 24 FT. AISLE     |                                        |
| PARKING RATIO REQUIREMENT                                          | TOWN OF CLARKDALE                            |                                        |
| CONVENIENT STATION                                                 | 1 SPACE / 200 S.F. OF BUILDING               |                                        |
| BUILDING TOTAL S.F.                                                | 5,200 S.F.                                   |                                        |
| BUILDING PUBLIC AREAS S.F.                                         | 2,957 S.F.                                   |                                        |
| BUILDING NON PUBLIC AREAS S.F.                                     | 2,243 S.F.                                   |                                        |
| TOTAL SPACES REQUIRED                                              | 15 SPACES (5,200/200=26)                     |                                        |
| ADA SPACES REQUIRED                                                | 2 SPACES                                     |                                        |
| PARKING PROVIDED:                                                  | 27                                           |                                        |
| STANDARD SPACES                                                    | 17                                           |                                        |
| ADA SPACES                                                         | 2                                            |                                        |
| RV PARKING                                                         | 8                                            |                                        |
| PARKING PROVIDED COMPLIES WITH THE FOLLOWING STAFF RECOMMENDATION: | 1 PARKING PER 200 S.F. OF RETAIL (MIXED USE) |                                        |
|                                                                    | 5,200 S.F. / 200 S.F. = 26 PARKING SPACES    |                                        |
| LOT COVERAGE:                                                      | N/A                                          |                                        |
| ALLOWED                                                            | 4.4%                                         |                                        |
| PROVIDED                                                           | LOT COVERAGE = BUILDING FOOTPRINT            |                                        |
| *NOTE                                                              |                                              |                                        |

SITE ADDRESS

HIGHWAY 89A & LINCOLN DR  
TOWN OF CLARKDALE, ARIZONA

SITE AREA

NET AREA = 116,954 SQ. FT. OR 2.69 ACRES MORE OR LESS

ASSESSORS PARCEL NUMBER

A.P.N. 406-26-300B

ZONING

THE SUBJECT PROPERTY IS CURRENTLY SHOWN AS ZONED COMMERCIAL PER THE TOWN OF CLARKDALE ZONING MAP DATED MAY 28TH, 2025.

UTILITY NOTE

UNDERGROUND UTILITIES & STORM DRAIN LOCATIONS SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS AND "BLUE STAKE" MARKINGS AND AVAILABLE MAPS OBTAINED FROM UTILITY COMPANIES AND THE TOWN OF CLARKDALE, ARIZONA. ACTUAL LOCATIONS MAY VARY FROM LOCATIONS SHOWN HEREON.

OWNER / DEVLOPER

CIRCLE K STORES, INC.  
1130 WEST WARNER ROAD  
TEMPE, AZ 85284  
CONTACT: JORDAN RIDBERG, REAL ESTATE DEVELOPMENT MANAGER  
EMAIL: JORDAN.RIDBERG@CIRCLEK.COM

ENGINEER

WESTWOOD PROFESSIONAL SERVICES  
6909 EAST GREENWAY PARKWAY, SUITE 250  
SCOTTSDALE, AZ 85254  
TELE: 480-747-6558  
CONTACT: MICHAEL CAYLOR, PE  
EMAIL: MICHAEL.CAYLOR@WESTWOODPS.COM

|               |   |
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| INITIAL ISSUE |   |
| REV.          | △ |
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| DESIGNED:        |            |
| CHECKED:         |            |
| DRAWN:           |            |
| FIELD CREW:      |            |
| FIELD WORK DATE: |            |
| SCALE: 1" = N/A  | HORIZONTAL |
| SCALE: 1" = N/A  | VERTICAL   |

Westwood

6909 East Greenway Parkway, Suite 250  
Scottsdale, AZ 85254  
Phone: (480) 747-6558  
Fax: (480) 367-6025  
Westwood Professional Services, Inc.

COVER SHEET  
CIRCLE K - CLARKDALE  
HIGHWAY 89A & LINCOLN DR  
TOWN OF CLARKDALE, ARIZONA



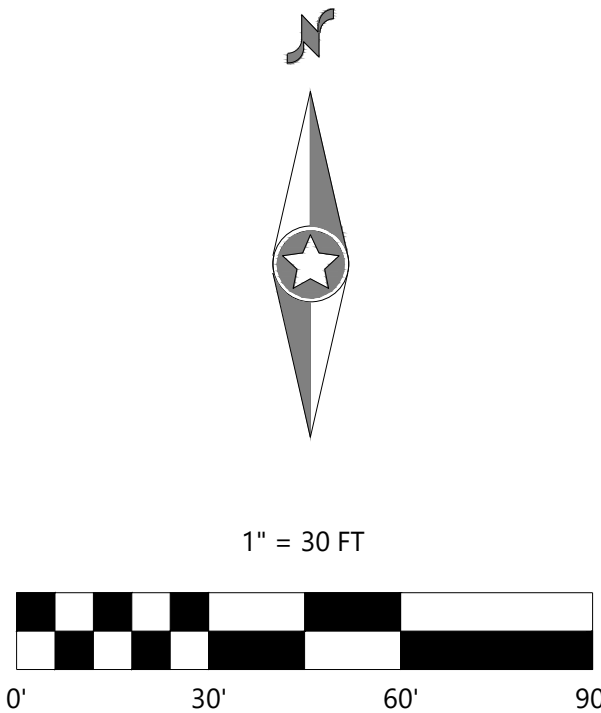
5

1 OF

SHEET NUMBER:  
DATE: 2026-03-02  
PROJ: 0058494.00







SITE PLAN NOTES

- 1 ASPHALT/CONCRETE PAVING. SEE PRELIMINARY GRADING AND DRAINAGE PLANS.
- 2 LANDSCAPING.
- 3 CONCRETE SIDEWALK.
- 4 6" VERTICAL CONCRETE CURB AND GUTTER, TYP.
- 5 PROPOSED DOUBLE REFUSE TRASH ENCLOSURE WITH GATES FOR SCREENING. REFER TO DETAILS ON ARCHITECTURAL PLANS SHEET SD1.3.
- 6 NEW ACCESSIBLE PARKING SPACE. ACCESSIBLE SIGN AND HANDICAPPED PARKING SIGN.
- 7 PROPOSED ADA RAMP.
- 8 BRICK PAVERS CROSS WALK.
- 9 PROPOSED BIKE RACK.
- 10 15.5 FT. HEIGHT CANOPY FOR PUMP STATIONS.
- 11 UNDERGROUND GASOLINE AND DIESEL TANKS.
- 12 CONCRETE VALLEY GUTTER.
- 13 ADA COMPLIANT DRIVEWAY.
- 14 FLUSHED CONCRETE SIDEWALK.
- 15 PROPOSED FIRE HYDRANT.
- 16 PROPOSED BOLLARDS.
- 17 PROPOSED ELECTRICAL CABINET.
- 18 CATCH BASIN.
- 19 ROOF DRAINS.
- 20 STORMDRAIN PIPE.
- 21 DRYWELL.
- 22 HSD DISPENSER.
- 23 MASONRY RETAINING WALL 5' MAX WITH 6' HIGH SCREEN WALL ON TOP.
- 24 MONUMENT SIGN.
- 25 AIR + WATER.
- 26 PROPOSED LANDSCAPE ISLAND.
- 27 RETENTION BASIN.
- 28 UNDERGROUND RETENTION SYSTEM.
- 29 STORMDRAIN/ACCESS MANHOLE.
- 30 UST VENTS.
- 31 SEATING AREA.
- 32 6" SINGLE CURB, TYP.
- 33 EXISTING ASPHALT PAVEMENT.
- 34 EXISTING RETENTION BASIN.
- 35 EXISTING CONCRETE SCUPPER.
- 36 EXISTING CURB AND GUTTER.
- 37 SITE LIGHTING.
- 38 EXISTING RESIDENTIAL PERIMETER WALL.
- 39 SES PANEL.
- 40 CURB OPENING.
- 41 6' HIGH SCREEN WALL. REFER TO DETAILS ON ARCHITECTURAL PLANS SHEET SD1.2.
- 42 PROPOSED HANDRAIL.
- 43 PROPOSED RIGHT TURN LANE.
- XX PARKING COUNT: 17 STANDARD SPACES + 2 ADA SPACES + 8 RV PARKING SPACES

|                 |            |          |
|-----------------|------------|----------|
| INITIAL ISSUE   | REV        | △        |
| DESIGNED        | CHECKED    | △        |
| DRAWN           | △          |          |
| FIELD CREW      | △          |          |
| FIELD WORK DATE | △          |          |
| SCALE: 1" = 30' | HORIZONTAL | VERTICAL |

|                 |            |          |
|-----------------|------------|----------|
| DESIGNED        | CHECKED    | △        |
| DRAWN           | △          |          |
| FIELD CREW      | △          |          |
| FIELD WORK DATE | △          |          |
| SCALE: 1" = 30' | HORIZONTAL | VERTICAL |

**Westwood**  
6909 East Greenway Parkway, Suite 250  
Clarkdale, AZ 85304  
Phone (480) 747-6558  
Fax (480) 367-6025  
www.westwoodps.com  
Westwood Professional Services, Inc.

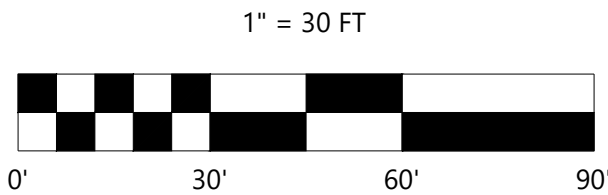
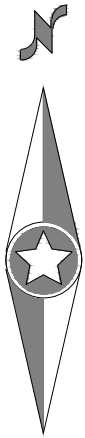
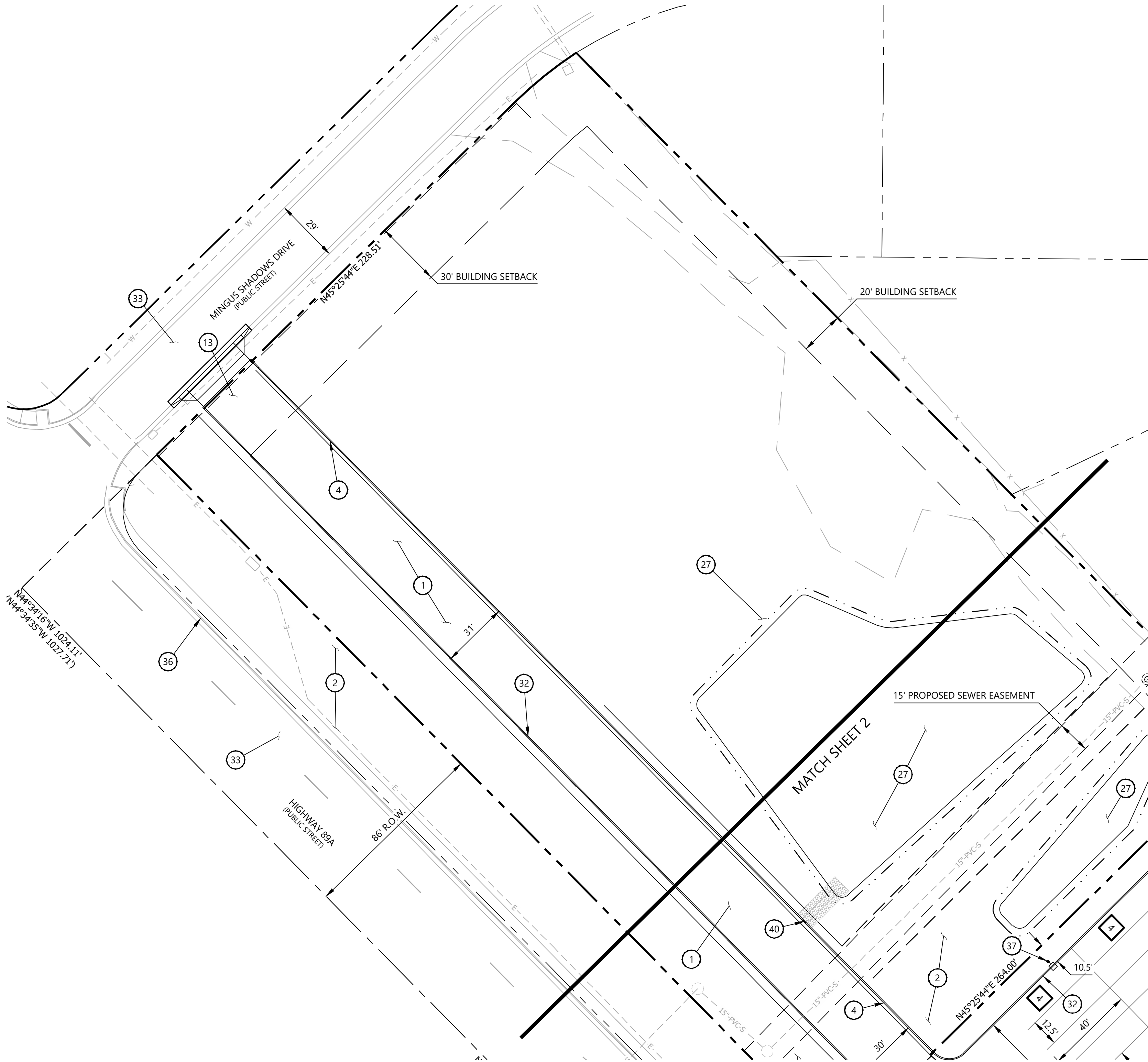
SITE PLAN  
CIRCLE K - CLARKDALE  
HIGHWAY 89A & LINCOLN DR  
TOWN OF CLARKDALE, ARIZONA



SHEET NUMBER: 2 OF 5  
DATE: 2026-03-02  
PROJ: 0058494.00







SITE PLAN NOTES

- 1 ASPHALT/CONCRETE PAVING. SEE PRELIMINARY GRADING AND DRAINAGE PLANS.
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- 17 PROPOSED ELECTRICAL CABINET.
- 18 CATCH BASIN.
- 19 ROOF DRAINS.
- 20 STORMDRAIN PIPE.
- 21 DRYWELL.
- 22 HSD DISPENSER.
- 23 MASONRY RETAINING WALL 5' MAX WITH 6' HIGH SCREEN WALL ON TOP.
- 24 MONUMENT SIGN.
- 25 AIR + WATER.
- 26 PROPOSED LANDSCAPE ISLAND.
- 27 RETENTION BASIN.
- 28 UNDERGROUND RETENTION SYSTEM.
- 29 STORMDRAIN/ACCESS MANHOLE.
- 30 UST VENTS.
- 31 SEATING AREA.
- 32 6" SINGLE CURB, TYP.
- 33 EXISTING ASPHALT PAVEMENT.
- 34 EXISTING RETENTION BASIN.
- 35 EXISTING CONCRETE SCUPPER.
- 36 EXISTING CURB AND GUTTER.
- 37 SITE LIGHTING.
- 38 EXISTING RESIDENTIAL PERIMETER WALL.
- 39 SES PANEL.
- 40 CURB OPENING.
- 41 6' HIGH SCREEN WALL. REFER TO DETAILS ON ARCHITECTURAL PLANS SHEET SD1.2.
- 42 PROPOSED HANDRAIL.
- 43 PROPOSED RIGHT TURN LANE.
- XX PARKING COUNT: 17 STANDARD SPACES + 2 ADA SPACES + 8 RV PARKING SPACES



SHEET NUMBER:

3 OF 5

DATE: 2026-03-02

PROJ: 0058494.00

SITE PLAN (CONT.)  
CIRCLE K - CLARKDALE  
HIGHWAY 89A & LINCOLN DR  
TOWN OF CLARKDALE, ARIZONA

Westwood

6009 East Greenway Parkway, Suite 250  
Clarkdale, AZ 86014  
Phone (480) 747-6558  
Fax (480) 367-6025  
westwoodps.com

Westwood Professional Services, Inc.

| DESIGNED:      | CHECKED: | DRAWN: | FIELD CREW: | FIELD WORK DATE: | SCALE: 1" = 30' | HORIZONTAL: | VERTICAL: |
|----------------|----------|--------|-------------|------------------|-----------------|-------------|-----------|
|                |          |        |             |                  |                 |             |           |
| INITIAL ISSUE: | REV:     | REV:   | REV:        | REV:             | REV:            |             |           |
|                |          |        |             |                  |                 |             |           |





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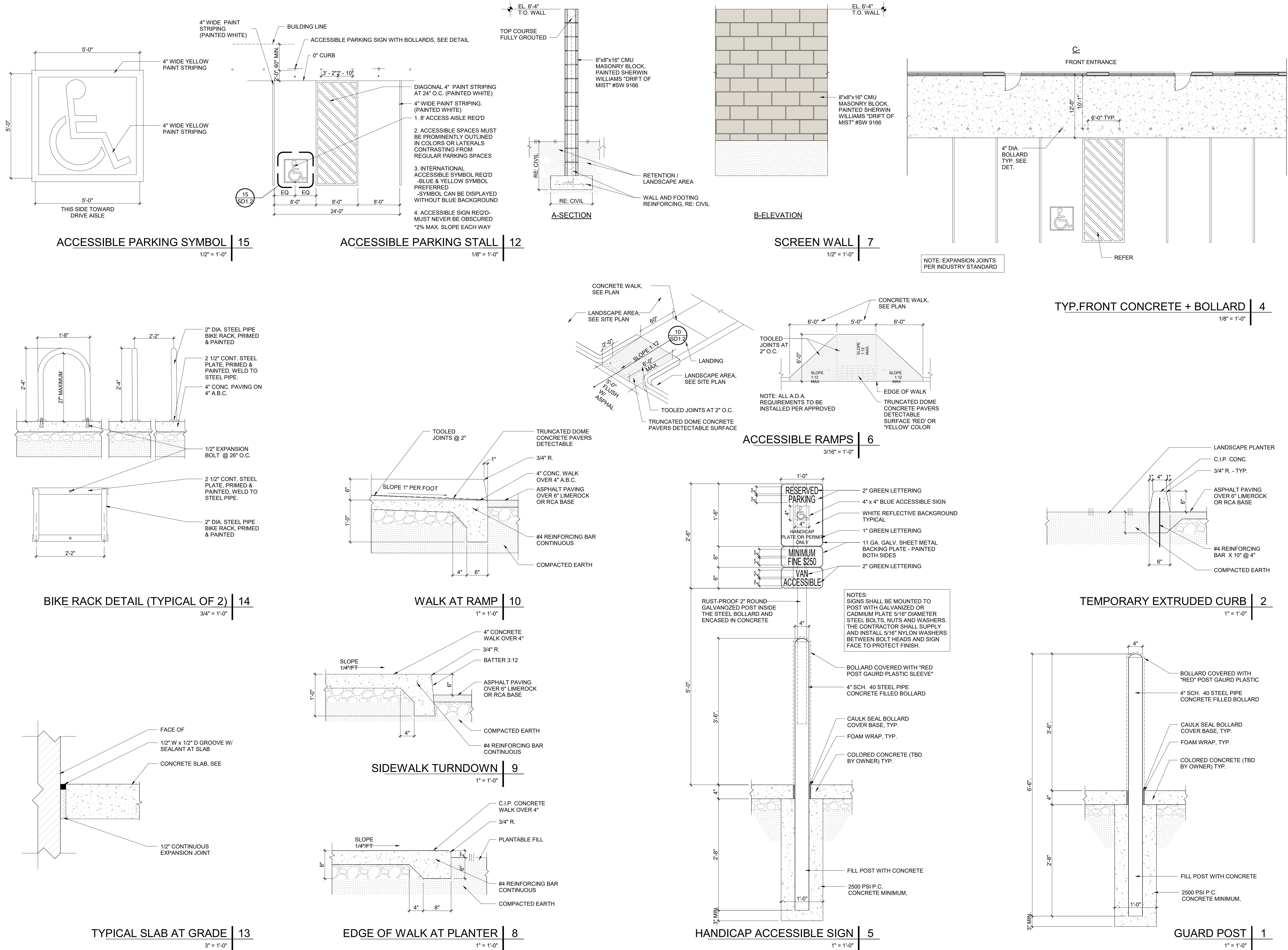
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PROJECT

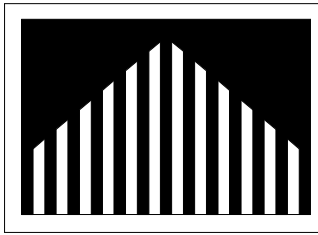


## SITE DETAILS

Page 47 of 188







Castles  
Design  
Group

A Professional Architectural  
Corporation  
3801 Kirby Drive, Suite 600  
Houston, Texas 77098  
Tel: (713) 664-7974  
Fax: (713) 664-9756  
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REVISION  
△ ISSUE DATE

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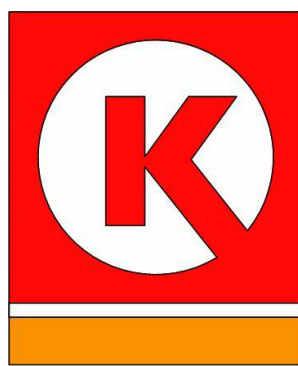
PROFESSIONAL IN  
XX  
PROJECT  
XX  
QUALITY  
XX  
DRAWN  
XX

PROJECT

CIRCLE K  
STORES, INC.

SR 89A & LINCOLN, DR.  
CLARKDALE, AZ

PROTOCOLYCE # R0

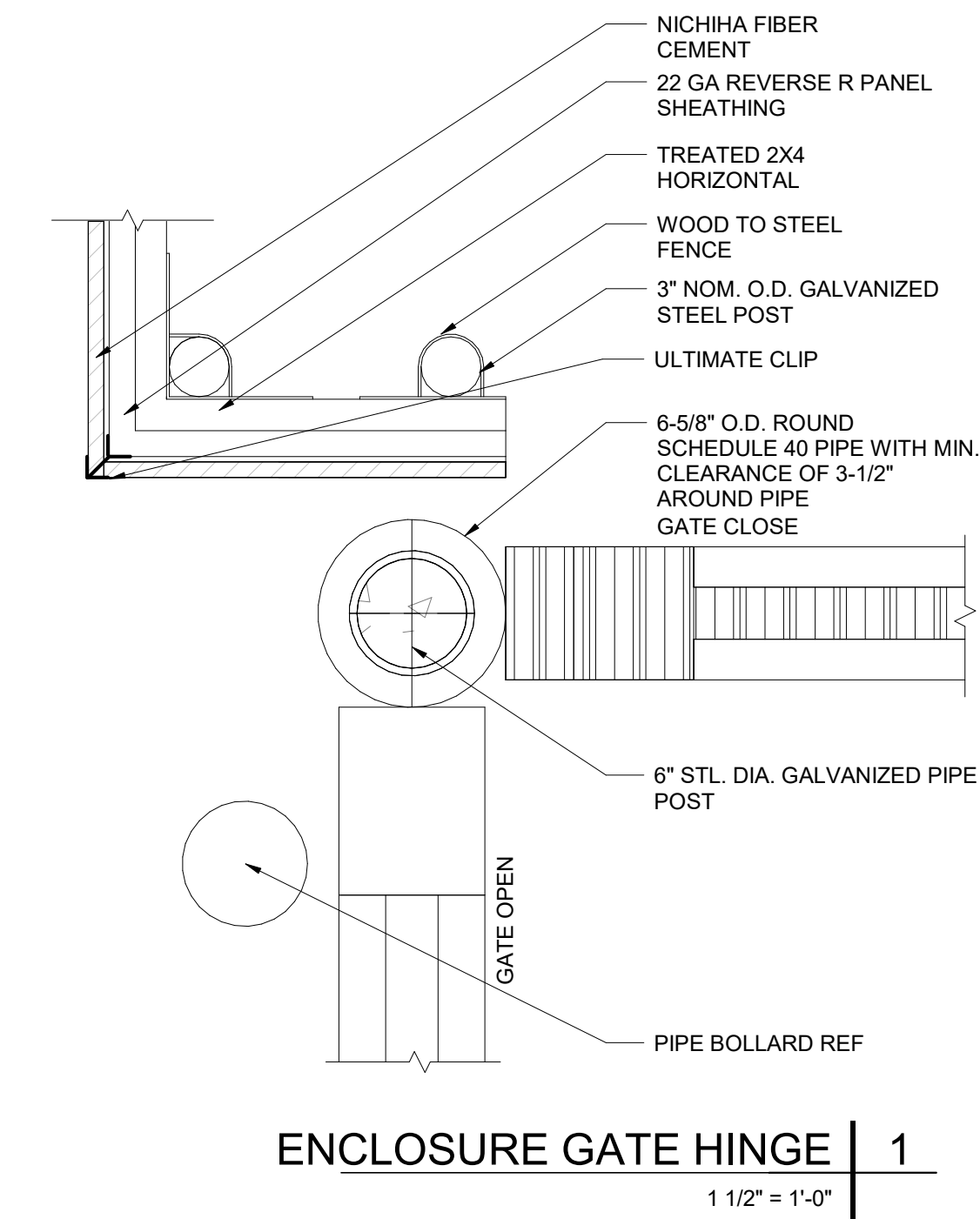
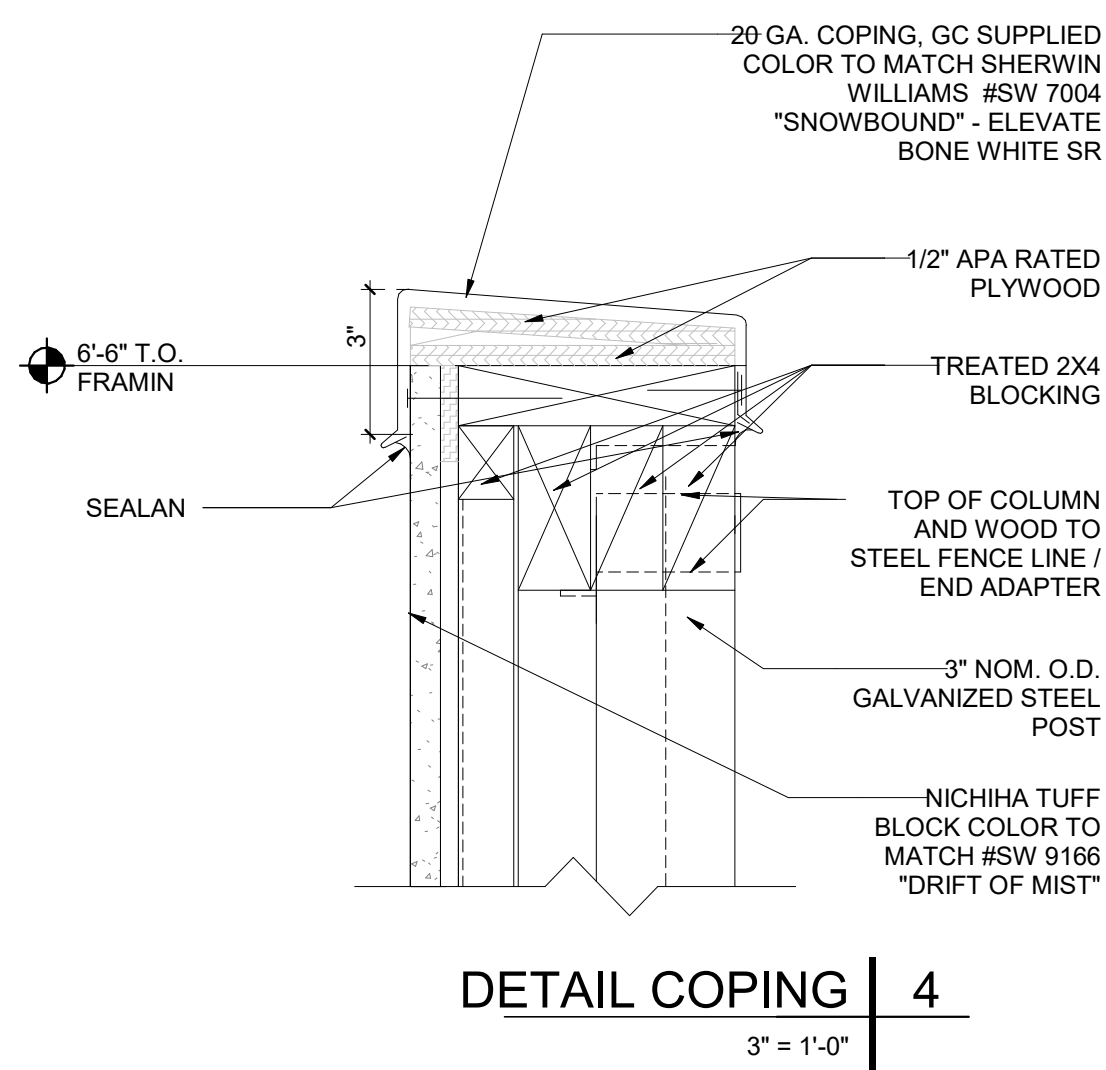
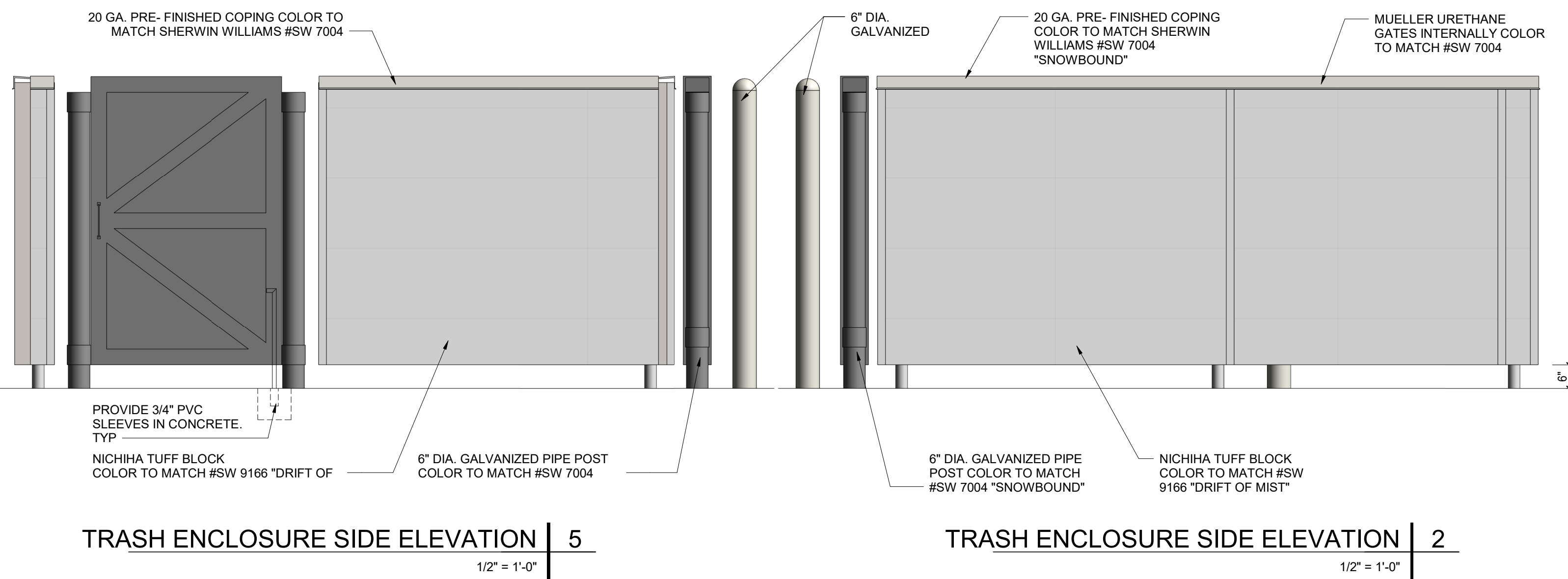
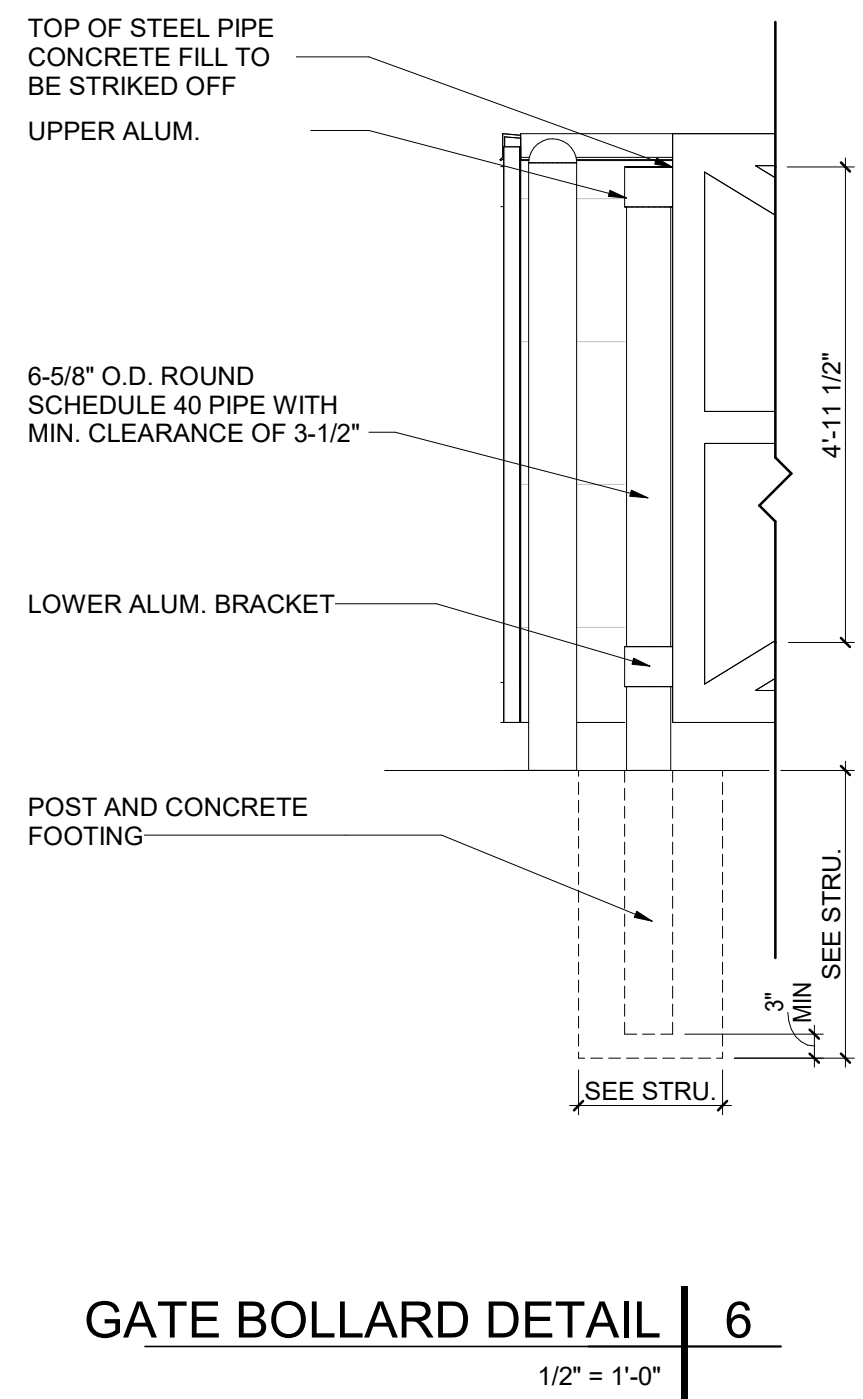
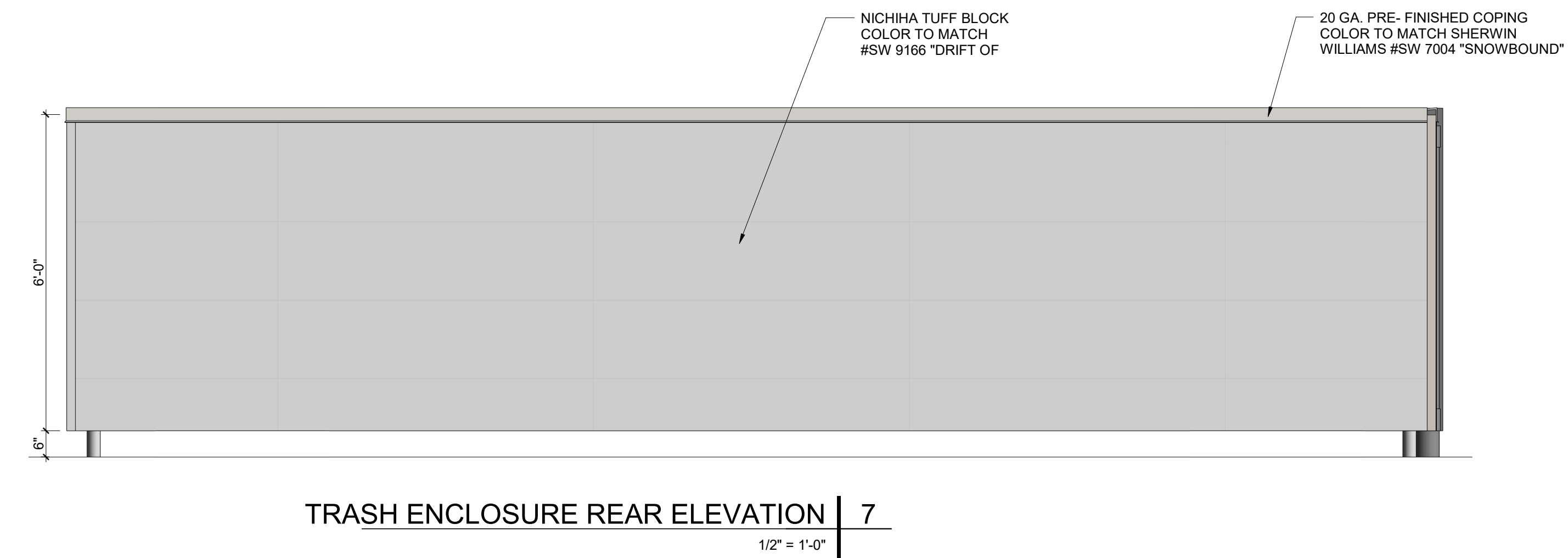
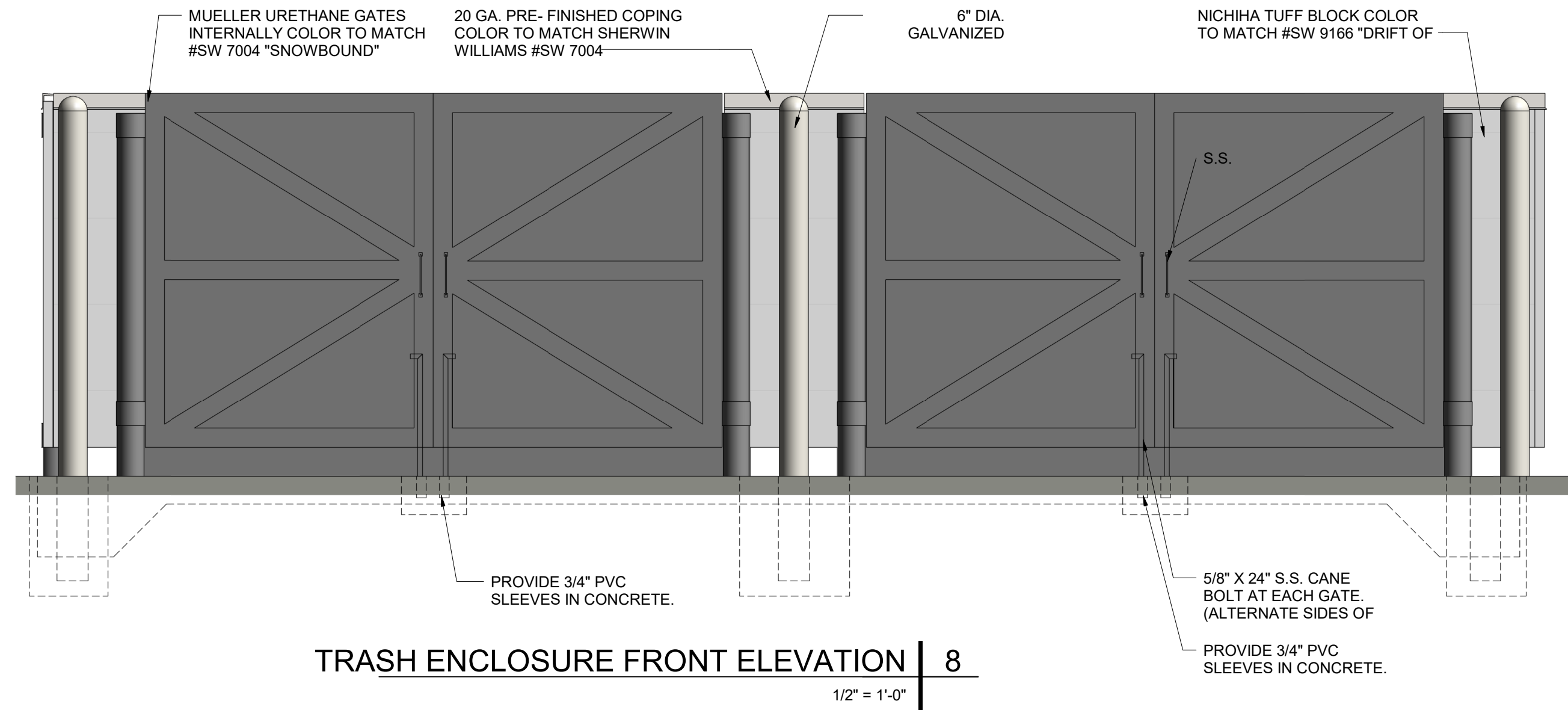
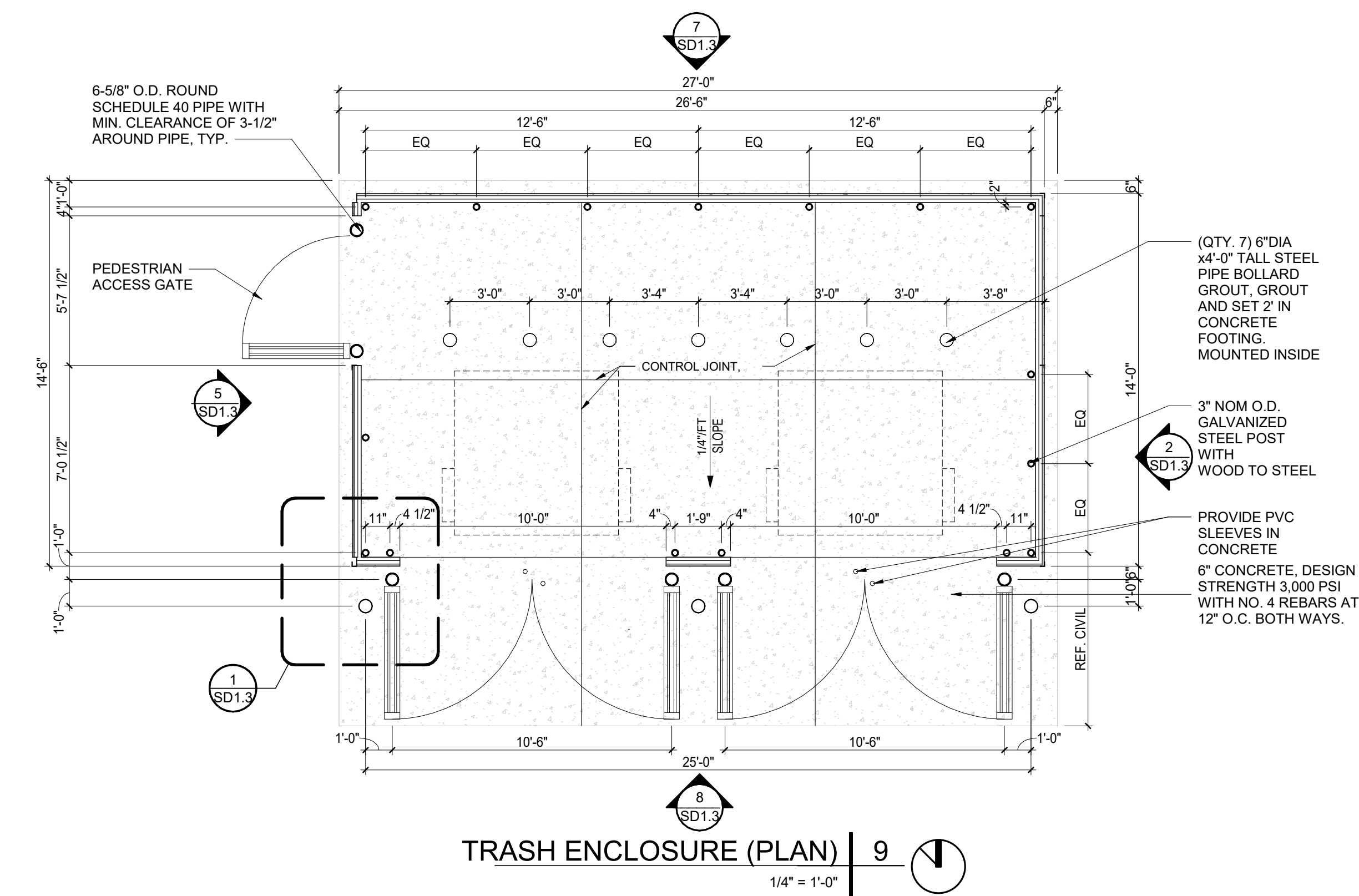


CIRCLE K STORES,

PROJECT NUMBER: XXXX

SITE DETAILS

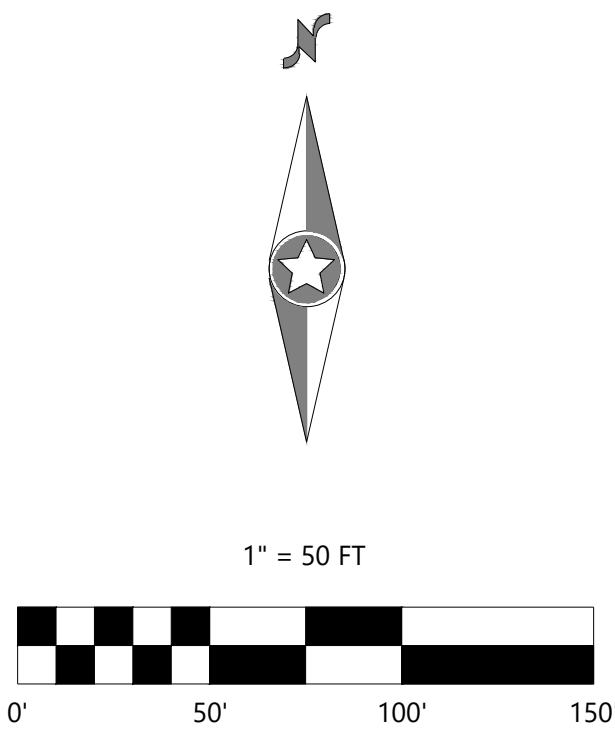
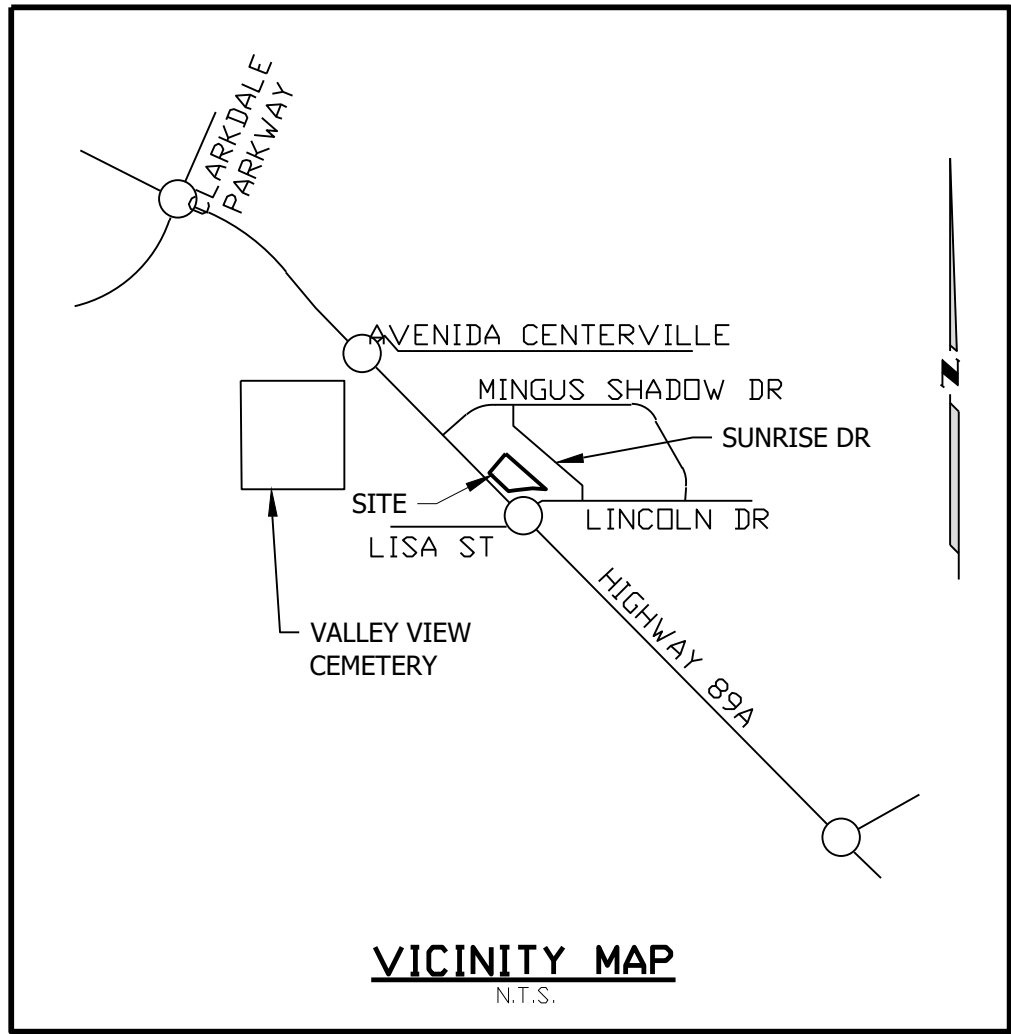
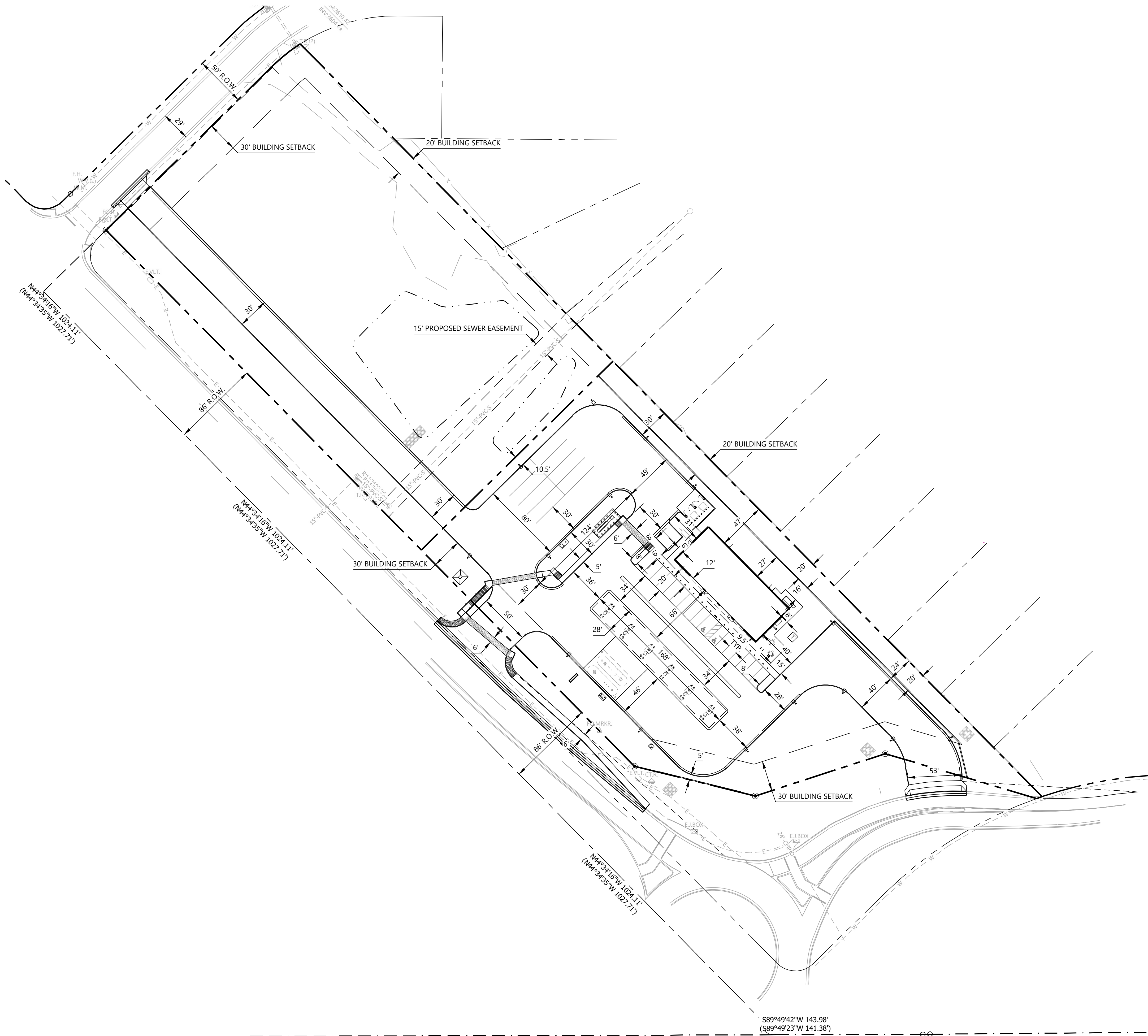
SD1.3





SITE PLAN EXHIBIT  
CIRCLE K - CLARKDALE

BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 16 NORTH, RANGE 3 EAST,  
OF THE GILA & SALT RIVER MERIDIAN, YAVAPAI COUNTY, ARIZONA



OWNER / DEVELOPER

CIRCLE K STORES, INC.  
1130 WEST WARNER ROAD  
TEMPE, AZ 85284  
CONTACT: JORDAN RIDBERG, REAL ESTATE DEVELOPMENT MANAGER  
EMAIL: JORDAN.RIDBERG@CIRCLEK.COM

ENGINEER

WESTWOOD PROFESSIONAL SERVICES  
6909 EAST GREENWAY PARKWAY, SUITE 250  
SCOTTSDALE, AZ 85254  
TELE: 480-747-6558  
CONTACT: MICHAEL CAYLOR, P.E.  
EMAIL: MICHAEL.CAYLOR@WESTWOODPS.COM

PROJECT INFORMATION

PROJECT NAME: CIRCLE K - CLARKDALE  
PROJECT ADDRESS: HIGHWAY 89A & LINCOLN DR, TOWN OF CLARKDALE, ARIZONA  
SITE AREA: 116,954 S2Q. FT. OR 2.69 ACRES MORE OR LESS  
A.P.N.#: 406-26-300B



SHEET NUMBER:

1 OF 1

DATE: 2026-01-16  
PROJ: 005849400

SITE PLAN  
CIRCLE K - CLARKDALE  
HIGHWAY 89A & LINCOLN DR  
TOWN OF CLARKDALE, ARIZONA

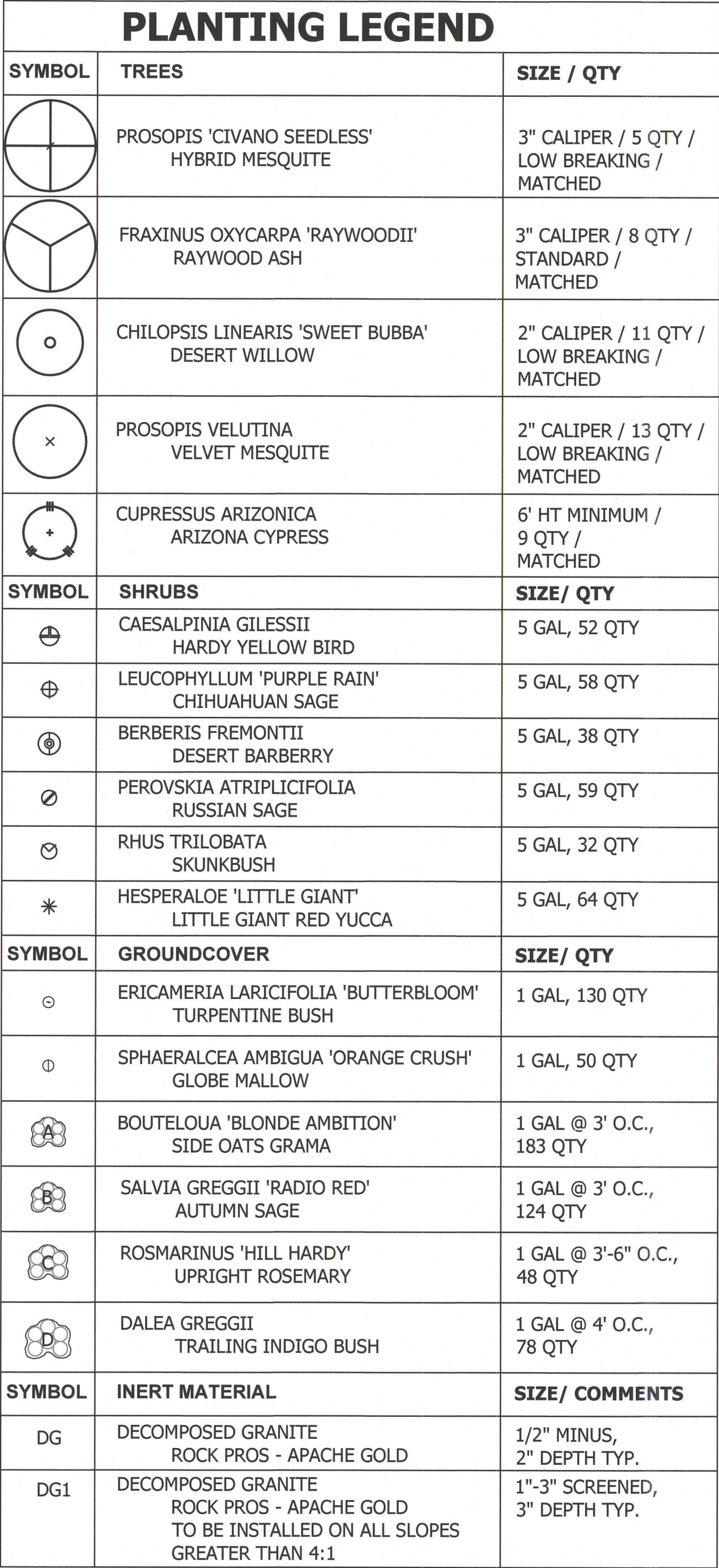
Westwood

6909 East Greenway Parkway, Suite 250  
Scottsdale, AZ 85254  
Phone: (480) 747-6558  
Fax: (480) 367-6025  
westwoodps.com  
Westwood Professional Services, Inc.

INITIAL ISSUE: 2025-09-15

|                  |            |
|------------------|------------|
| DESIGNED:        | CUD        |
| CHECKED:         | MC         |
| DRAWN:           | CUD        |
| FIELD CREW:      |            |
| FIELD WORK DATE: |            |
| SCALE: 1" = 50'  | HORIZONTAL |
| SCALE: 1" = 50'  | VERTICAL   |





1. CONTRACTOR IS RESPONSIBLE TO VERIFY ALL SITE CONDITIONS PRIOR TO BIDDING AND THE START OF CONSTRUCTION / INSTALLATION.
2. ANY DISCREPANCIES AND CONFLICTS BETWEEN THE CONSTRUCTION DRAWINGS AND THE SITE ARE TO BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT.
3. CONTRACTOR IS TO BE RESPONSIBLE FOR ALL MATERIAL SHOWN PER PLAN AND IS RESPONSIBLE TO SUBMIT DOCUMENTATION OF ALL MATERIAL TO BE USED.
4. ALL SUBSTITUTIONS AND ALTERNATIVES PROPOSED MUST BE REQUESTED AND SUBMITTED IN WRITING.
5. ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT AND THE GOVERNING AGENCY PRIOR TO CONSTRUCTION / INSTALLATION.
6. LANDSCAPE CONTRACTOR IS RESPONSIBLE TO TAKE PRECAUTIONS TO PROTECT ANY EXISTING IMPROVEMENTS.
7. THE FINISHED GRADE OF ALL LANDSCAPE AREAS IS TO BE 1" BELOW ANY PAVING, HARDSCAPE, ETC.
8. ALL SITE GRADING IS TO BE DONE SO THAT ALL WATER DRAINS OFF AND AWAY FROM HARDSCAPES AND STRUCTURES.
9. ALL PLANTING AREAS ARE TO HAVE A TOP DRESSING OF DECOMPOSED GRANITE OR DECORATIVE ROCK AS CALLED FOR PER PLAN. DECOMPOSED GRANITE / DECORATIVE ROCK TO BE INSTALLED AT A MINIMUM DEPTH OF 2".
10. CONTRACTOR TO APPLY PRE-EMERGENT TO ALL LANDSCAPE AREAS PRIOR TO INSTALLATION OF DECOMPOSED GRANITE / DECORATIVE ROCK. CONTRACTOR RESPONSIBLE FOR A MINIMUM OF 2 PRE-EMERGENT APPLICATIONS PER MANUFACTURER SPECIFICATIONS.

1. ALL PLANT MATERIAL IS TO CONFORM TO THE ARIZONA NURSERY ASSOCIATION STANDARD FOR NURSERY STOCK.
2. ORGANIC COMPOST AND SOIL AMENDMENT IS TO BE ADDED AND TILLED INTO THE EXISTING SOIL AS REQUIRED AND RECOMMENDED BY THE SOILS REPORT.
3. ALL ARID / DESERT CLIMATE TREES ARE TO HAVE A LOW-BREAKING / BRANCHING HABIT WITH MULTIPLE TRUNKS BRANCHING OFF OF ONE TRUNK BETWEEN THE ROOT FLARE AND +/- 12" ABOVE GRADE.
4. ALL DECIDUOUS TREES SHALL HAVE FULL, WELL SHAPED HEADS.
5. ALL EVERGREEN TREES SHALL BE UNSHEARED AND FULL UNLESS OTHERWISE SPECIFIED.
6. TREES WITH CENTRAL LEADERS WILL NOT BE ACCEPTED IF LEADER IS DAMAGED OR REMOVED.
7. CONTRACTOR TO THOROUGHLY SETTLE PLANTS BY WATERING.
8. CONTRACTOR TO PRUNE ALL DAMAGED TWIGS AFTER PLANTING.
9. ALL PLANT MATERIAL WITHIN A SPECIES SHALL HAVE SIMILAR SIZE AND SHAPE.
10. CONTRACTOR IS TO SUBMIT PHOTOS FROM THE NURSERIES OF THE PROPOSED TREES PRIOR TO PLANTING.
11. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REFUSE ANY PLANT MATERIAL THEY FIND UNACCEPTABLE.

1. ALL PLANT MATERIAL IDENTIFIED AS "EXISTING TO REMAIN" SHALL BE PROTECTED IN PLACE DURING ALL PHASES OF CONSTRUCTION.
2. LANDSCAPE AREAS DISTURBED BY CONSTRUCTION SHALL BE REPAIRED AND REPLACED WITH NEW DECOMPOSED GRANITE / DECORATIVE ROCK MATCHING EXISTING.

1. ALL UNDERGROUND CONDUITS, PIPES, AND UTILITIES ARE TO BE LOCATED PRIOR TO DIGGING.
2. THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT THE CITY PUBLIC WORKS DEPARTMENT, AND ANY OTHER PUBLIC OR PRIVATE AGENCY NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION.
3. THIS DRAWING IS A PART OF A COMPLETE SET OF BID DOCUMENTS, SPECIFICATIONS, ADDITIONAL DRAWINGS, AND EXHIBITS. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE, AND REVIEWING ALL RELATED DOCUMENTS.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGE TO EXISTING UTILITIES OR DISRUPTION OF SERVICE CAUSED BY EXCAVATION.

|                                 |                         |
|---------------------------------|-------------------------|
| TOTAL SITE AREA:                | 116,954 SQ FT (2.69 AC) |
| LANDSCAPE AREA REQUIRED:        | 35,086 SQ FT (30%)      |
| LANDSCAPE AREA PROVIDED:        | 43,645 SQ FT (37%)      |
|                                 |                         |
| PARKING LOT AREA:               | 7,740 SQ FT             |
| PARKING LOT LANDSCAPE REQUIRED: | 774 SQ FT (10%)         |
| PARKING LOT LANDSCAPE PROVIDED: | 858 SQ FT (11%)         |

**CIRCLE K**  
NEC HIGHWAY 89A & LINCOLN DRIVE  
CLARKDALE, ARIZONA 86324

[illegible]

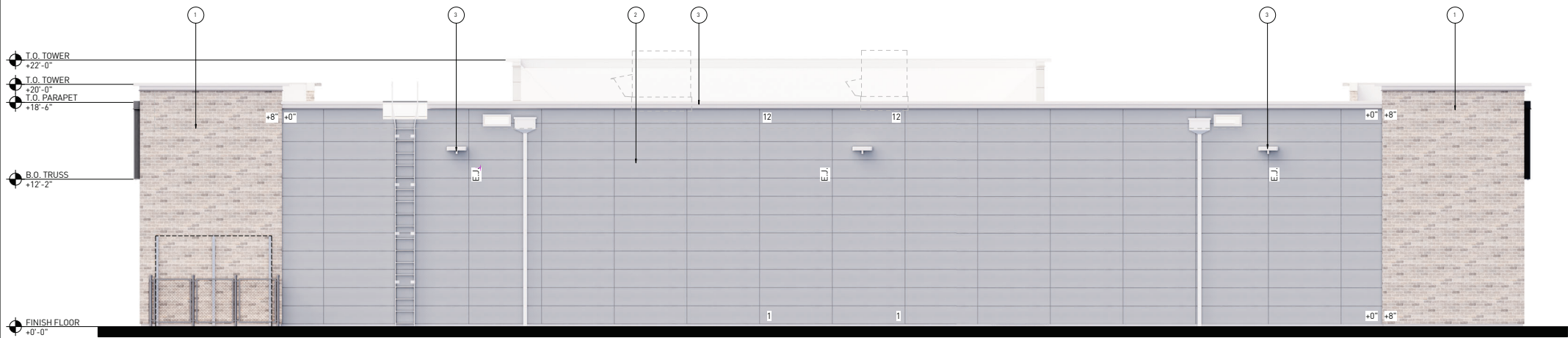
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Page 50 of 18

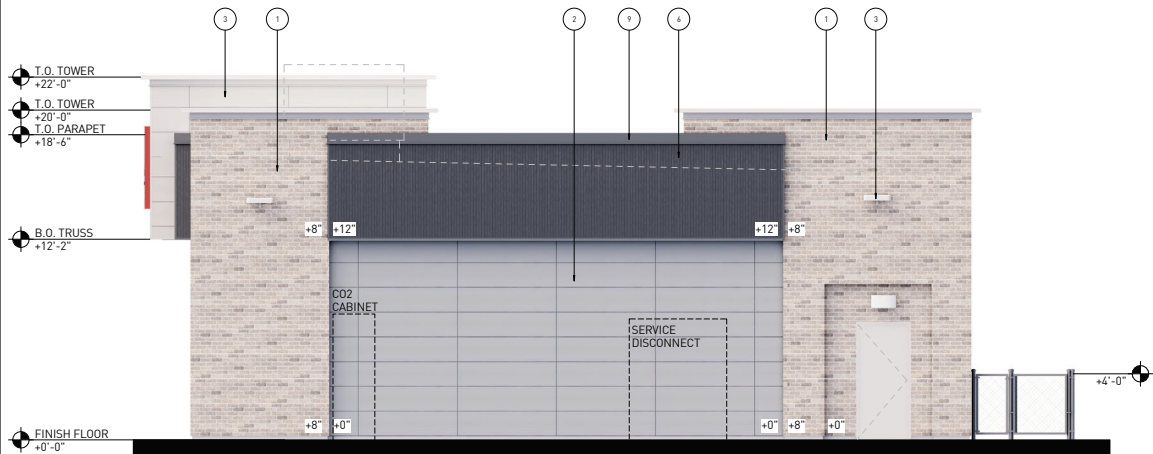




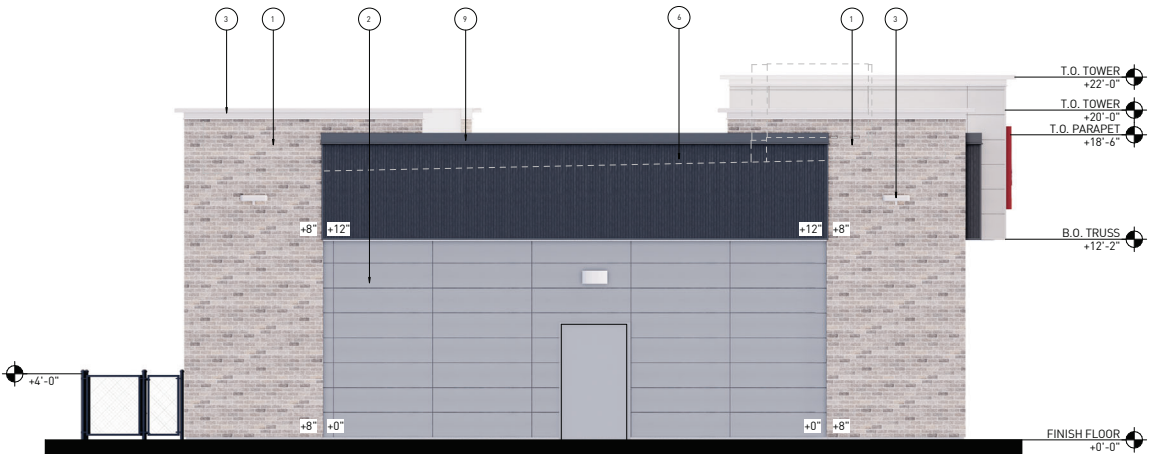
FRONT ELEVATION (NORTH) | 1  
12" = 1'-0"



REAR ELEVATION (SOUTH) | 2  
12" = 1'-0"



SIDE ELEVATION (EAST) | 3  
12" = 1'-0"



SIDE ELEVATION (WEST) | 4  
12" = 1'-0"

9. METAL COPING, CORNICE AND GUTTER  
SHERWIN WILLIAMS T015 "WEB GRAY"
8. NICHHA TUFFBLOCK  
SHERWIN WILLIAMS T116 "DRIFT OF MIST"
7. SPANDREL GLASS
6. NICHHA RIBBED  
SHERWIN WILLIAMS T015 "WEB GRAY"
5. ANODIZED WINDOW AND DOOR FRAMING  
COLOR: DUNE BRONZE
4. 1" INSULATED CLEAR GLASS
3. METAL COPING, CORNICE AND GUTTER  
SHERWIN WILLIAMS T011 "SNOWBOUND"
2. NICHHA TUFFBLOCK  
SHERWIN WILLIAMS T011 "SNOWBOUND"
1. NICHHA CANYONBRICK  
"DUNE BRONZE"

MATERIAL LEGEND |  
N.T.S.

rdc.

11921 Freedom Drive #1110  
Reston, Va 20190  
t 703.668.0086  
rdcollaborative.com

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REVISIONS

| Δ  | ISSUE | DATE     |
|----|-------|----------|
| R0 |       | 01/10/25 |
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|    |       |          |
|    |       |          |

PROFESSIONAL IN CHARGE

XX

PROJECT MANAGER

XX

QUALITY CONTROL

XX

DRAWN BY

XX

PROJECT NAME

CIRCLE K  
STORES, INC.

1234 STREET ADDRESS  
ANYTOWN, US STATE

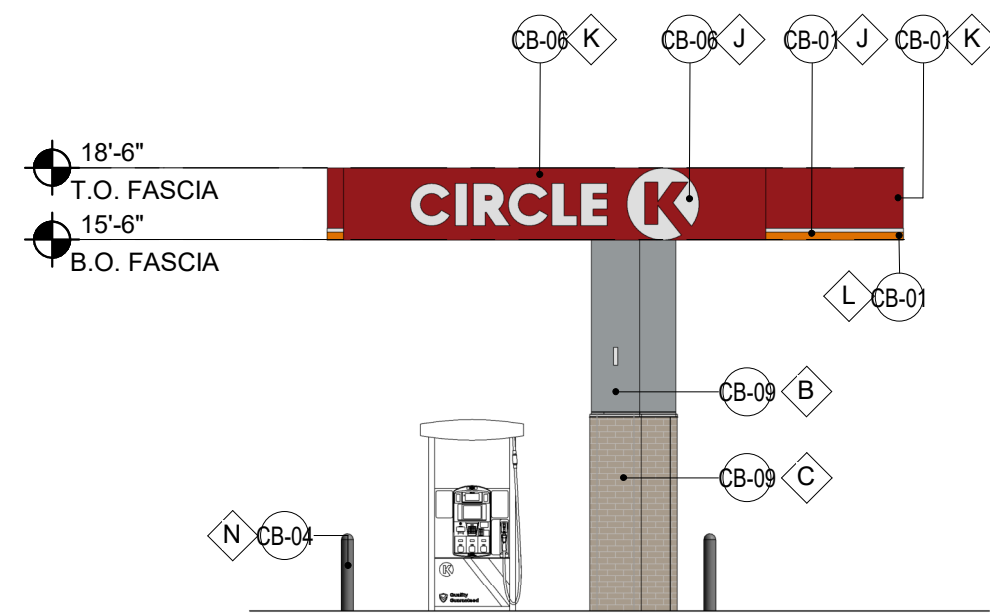
PROTOCOL # R0 01/10/25



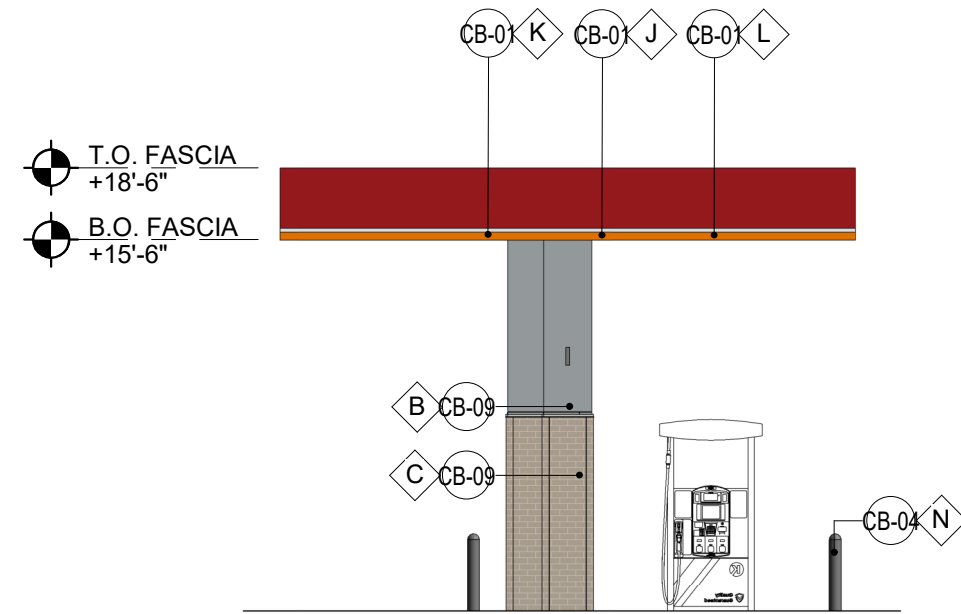
CIRCLE K STORES, INC.

PROJECT NUMBER: XXXX

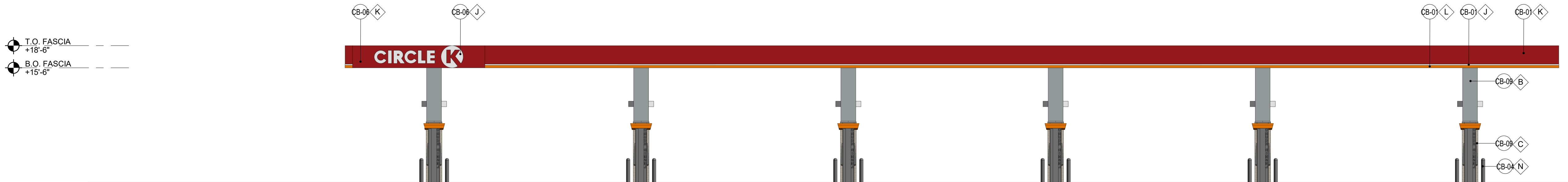
5200 V2.0 COLOR  
ELEVATIONS



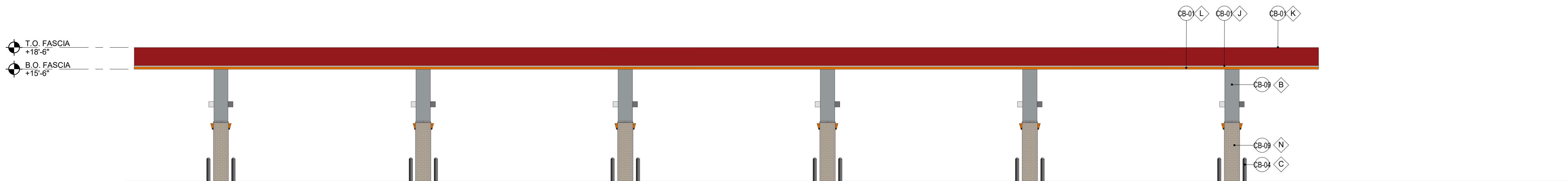
SIDE ELEVATION (EAST) | 3  
1/8" = 1'-0"



SIDE ELEVATION (WEST) | 4  
1/8" = 1'-0"



FRONT ELEVATION (SOUTH) | 2  
1/8" = 1'-0"



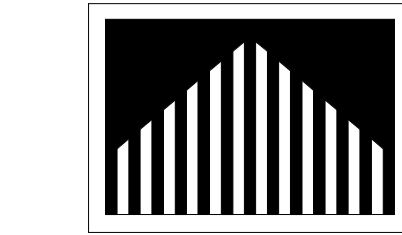
REAR ELEVATION (NORTH) | 1  
1/8" = 1'-0"

CLASS A COLUMN FINISH

| KEY    |                                                   |
|--------|---------------------------------------------------|
| NUMBER | DESCRIPTION                                       |
| CB-01  | ACM PANEL "TEX-COTE"                              |
| CB-04  | 6"O BOLLARD, 36" HIGH                             |
| CB-06  | INTERNALLY ILLUMINATED SIGN UNDER SEPARATE PERMIT |
| CB-09  | NICHIHA FIBER CEMENT WALL PANEL SYTEM             |

| FINISH |                                                                   |
|--------|-------------------------------------------------------------------|
| B      | - ***NICHHA TUFF BLOCK<br>- COLOR TO MATCH #SW 6255 "MORNING FOG" |
| C      | - - ***NICHHA CANYONBRICK<br>- SHALE BROWN                        |
| F      | - "SHERWIN WILLIAMS #SW 6255 "MORNING FOG"                        |
| J      | - "SHERWIN WILLIAMS #SW 7005<br>- CIRCLE K WHITE                  |
| K      | - "SHERWIN WILLIAMS #SW 4081<br>- SAFETY RED                      |
| L      | - CIRCLE K ORANGE #PMS 144                                        |
| M      | - SHERWIN WILLIAMS - SW6236 - GRAYS HARBOR                        |
| N      | -PVC BOLLARD SLEEVE - DARK GREY                                   |
| O      | - RAL9016 SHELL WARM WHITE                                        |

NOTES:  
1. COLORS SHOWN ON THESE ELEVATIONS ARE FOR ILLUSTRATION PURPOSES ONLY. FOR ACTUAL COLORS, REFER TO MANUFACTURER'S SAMPLES.  
2. THE FASCIA PANELS ARE PRE-FINISHED BY SIGNAGE VENDOR  
3. ALL SIGNS REQUIRE A SEPARATE SUBMITTAL.  
4. ALL LIGHTING ON CANOPY TO BE FLUSH MOUNTED WITH FASCIA



Castles  
Design  
Group

A Professional Architectural  
Corporation  
3801 Kirby Drive, Suite 600  
Houston, Texas 77098  
Tel: (713) 664-7974  
Fax: (713) 664-9756  
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PROFESSIONAL IN  
JS  
PROJECT  
JRS  
QUALITY  
JS  
DRAWN  
JRS  
PROJECT

CIRCLE K  
STORES, INC.

SR 89A & LINCOLN, DR.  
CLARKDALE, AZ

PROTOCOL # R0



CIRCLE K STORES,  
PROJECT NUMBER:  
202407-141

FUEL CANOPY  
ELEVATIONS















| ADOT USE ONLY                                                                                                            |                             |                        |                           |                           |                                |                   |                       |
|--------------------------------------------------------------------------------------------------------------------------|-----------------------------|------------------------|---------------------------|---------------------------|--------------------------------|-------------------|-----------------------|
| Encroachment Permits Tracking Id.                                                                                        | T132567                     | Date:                  | 10.14.25                  | Permit Type               | GENA                           | Review Type       | Substantive           |
| Date submittal received:(PT)                                                                                             | 10.07.25                    | Requested Return Date  |                           | 10.28.25                  | Comments To applicant          |                   |                       |
| Route(s).                                                                                                                | <b>SR 89A</b>               |                        | Milepost                  | 350.19                    |                                |                   |                       |
| Encroachment Owner & Contact                                                                                             |                             | Circle K               |                           |                           |                                |                   |                       |
| Engineer & Contact                                                                                                       |                             | Odyssey Services Group |                           |                           |                                |                   |                       |
| Contractor(s)/Applicant:                                                                                                 |                             |                        |                           |                           |                                |                   |                       |
| Work Description- Permit Purpose:                                                                                        |                             |                        |                           |                           |                                |                   |                       |
| Installation of one driveway on SR 89a with a northbound right turn lane. Installation of one driveway on Lincoln Drive. |                             |                        |                           |                           |                                |                   |                       |
| Request for reviews from:                                                                                                |                             | Name of Reviewer:      |                           | Request for reviews from: |                                | Name of Reviewer: |                       |
|                                                                                                                          | District Admin. - Engineer  |                        |                           |                           | Permits Supervisor             |                   |                       |
| X                                                                                                                        | Regional Traffic Engineer   | Ryan Wolff             |                           |                           | Signing & Striping             |                   |                       |
|                                                                                                                          | Roadway Eng.                |                        |                           |                           | Construction                   |                   |                       |
|                                                                                                                          | Environmental Coord.        |                        |                           |                           | Right of way                   |                   |                       |
|                                                                                                                          | Traffic Control             |                        |                           |                           | Traffic Operations             |                   |                       |
|                                                                                                                          | Landscape                   |                        |                           |                           | Bridge                         |                   |                       |
| Attachments. If not attached available at Drive - Use link below:                                                        |                             |                        |                           |                           |                                |                   |                       |
|                                                                                                                          | Construction Plans          |                        | Traffic Control Plans     |                           | Drainage Report                |                   | Application           |
| X                                                                                                                        | Permit Tech. Comments       | X                      | Traffic Study             |                           | Landscape Plans                |                   | Other:                |
|                                                                                                                          | Other:                      |                        | Other:                    |                           | Other:                         |                   | Other:                |
|                                                                                                                          | ADOT Share Folder Web Link: |                        |                           |                           |                                |                   |                       |
| Return Comments to:                                                                                                      |                             |                        |                           |                           |                                |                   |                       |
|                                                                                                                          | Yvonne Giltner Supervisor   |                        | Rebekah Wilkes Technician |                           | "Sky" Skylene Crank Technician | X                 | Chuck King Technician |



|  |                                                                            |  |                                                                          |  |                                                                          |  |                                                                        |
|--|----------------------------------------------------------------------------|--|--------------------------------------------------------------------------|--|--------------------------------------------------------------------------|--|------------------------------------------------------------------------|
|  | 928-779-7529<br><a href="mailto:Ygiltner@azdot.gov">Ygiltner@azdot.gov</a> |  | 928-779-7549<br><a href="mailto:Rwilkes@azdot.gov">Rwilkes@azdot.gov</a> |  | 928-779-7520<br><a href="mailto:Scranks@azdot.gov">Scranks@azdot.gov</a> |  | 928-779-7558<br><a href="mailto:Cking2@azdot.gov">Cking2@azdot.gov</a> |
|--|----------------------------------------------------------------------------|--|--------------------------------------------------------------------------|--|--------------------------------------------------------------------------|--|------------------------------------------------------------------------|

| Plan or Document & Page No.                                                     | Review Comment No. | ADOT Comments                                                                                                                                                                                                                                              | Applicants Response |
|---------------------------------------------------------------------------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Name of Reviewer: Chuck King Date of Review: _____ Hours Spent on Review: _____ |                    |                                                                                                                                                                                                                                                            |                     |
| Application                                                                     | 1                  | Provide a revised application with the contractors contact information.                                                                                                                                                                                    | .                   |
|                                                                                 | 2                  | Provide the contractors Certificate of Insurance (COI) with all of the documents, all of the endorsements policy numbers on the endorsements, additional insured, waiver of subrogation, completed insurance checklist. Insurance information is attached. |                     |
|                                                                                 | 3                  | Provide a detailed Traffic Control Plan (TCP) with the Traffic Control contact information on the application.                                                                                                                                             |                     |
| Plans                                                                           | 1                  | Provide the complete set of plans for review.                                                                                                                                                                                                              |                     |
|                                                                                 |                    |                                                                                                                                                                                                                                                            |                     |
|                                                                                 |                    |                                                                                                                                                                                                                                                            |                     |
|                                                                                 |                    |                                                                                                                                                                                                                                                            |                     |
|                                                                                 |                    |                                                                                                                                                                                                                                                            |                     |
| Name of Reviewer: Ryan Wolff Date of Review: _____ Hours Spent on Review: _____ |                    |                                                                                                                                                                                                                                                            |                     |
|                                                                                 |                    | The TIA is approved.                                                                                                                                                                                                                                       |                     |
|                                                                                 |                    |                                                                                                                                                                                                                                                            |                     |
|                                                                                 |                    |                                                                                                                                                                                                                                                            |                     |
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## TRAFFIC IMPACT ANALYSIS

### LINCOLN 89 CIRCLE K

LINCOLN DRIVE/STATE ROUTE 89A

12 MAY 2025



PREPARED FOR

**CIRCLE K STORES**

**1120 WEST WARNER ROAD**

**PHOENIX, ARIZONA 85284**

SOUTHWEST TRAFFIC ENGINEERING, LLC  
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Traffic Counts

Trip Generation Calculations

Capacity Calculations

Turn Lane Calculations

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## **LINCOLN 89 CIRCLE K LINCOLN DRIVE/STATE ROUTE 89A (SR 89A) TRAFFIC IMPACT ANALYSIS**

### **Executive Summary**

The purpose of this traffic study is to evaluate the current and future transportation system within the project study area surrounding the site without and with the proposed project.

For the purposes of the analysis presented in this report, State Route 89A (SR 89A) is considered to function as a north-south aligned roadway.

### **Existing Traffic Operations**

The intersection of Lincoln Drive/SR 89A currently operates at an adequate level of service (LOS) during the weekday AM, MIDDAY and PM peak hours.

### **Future Traffic Operations Without Project**

The intersection of Lincoln Drive/SR 89A is expected to continue to operate at an adequate LOS during the weekday AM, MIDDAY and PM peak hours in 2027 and 2030 without the project.

### **Future Traffic Operations With Project**

All of the study intersections are expected to operate at an adequate LOS during the weekday AM, MIDDAY and PM peak hours in 2027 and 2030 without and with the project.

### **Turn Lane Analysis**

A northbound right turn lane is warranted at the intersection of West Access/SR 89A.

While an eastbound left turn lane is warranted at the intersection of South Access/Lincoln Drive, the eastbound left turn/through movement is expected to operate at a LOS A (with less than 10 seconds of delay) during the weekday AM, MIDDAY and PM peak hours in 2030 with the project, and is not recommended due to the relatively low traffic volumes on westbound Lincoln Drive, as Lincoln Drive ends approximately ¼ mile east of the South Access, and low speed nature of Lincoln Drive.

The westbound approach to the intersection of Lincoln Drive/SR 89A is expected to experience a queue of 25 feet, the northbound right turn lane at the intersection of West Access/SR 89A is not expected to generate a queue and the eastbound left turn movement at the intersection of South Access/SR 89A is anticipated to generate a queue of 25 feet in 2030 with the project. These turning movements are not expected to overlap with the adjacent study intersections.

The warranted northbound right turn lane at the intersection of West Access/SR 89A needs to be constructed to provide 115 feet of storage with a 90 foot taper to satisfy ADOT's right turn lane requirements.





### **Recommendations**

A northbound right turn lane should be constructed at the intersection of West Access/SR 89A and be maximized with the available space between the West Access and Lincoln Drive/SR 89A intersection.





## LINCOLN 89 CIRCLE K LINCOLN DRIVE/STATE ROUTE 89A (SR 89A) TRAFFIC IMPACT ANALYSIS

### **Project Description**

Circle K Stores is proposing a new twelve (12) fueling station gas station, with convenience store, on the northeast corner of Lincoln Drive/State Route 89A (SR 89A) in Clarkdale, Arizona. The vicinity of the project is shown in **Figure 1**. The site is located as shown in **Figure 2**. The project will be served by two proposed access points.

The purpose of this traffic impact analysis is to:

- Evaluate the current and future operational characteristics of the adjacent roadway network surrounding the project site.
- Estimate the traffic generation associated with the project and assign that traffic to the existing roadway system.
- Analyze future traffic operations at one existing study intersection and two proposed access points serving the project area.
- Determine the need for auxiliary turn lanes at the proposed driveways that will serve the project site.

The author of this report is a registered professional engineer (civil) in the State of Arizona having specific expertise and experience in the preparation of traffic impact analyses.

### **Study Methodology**

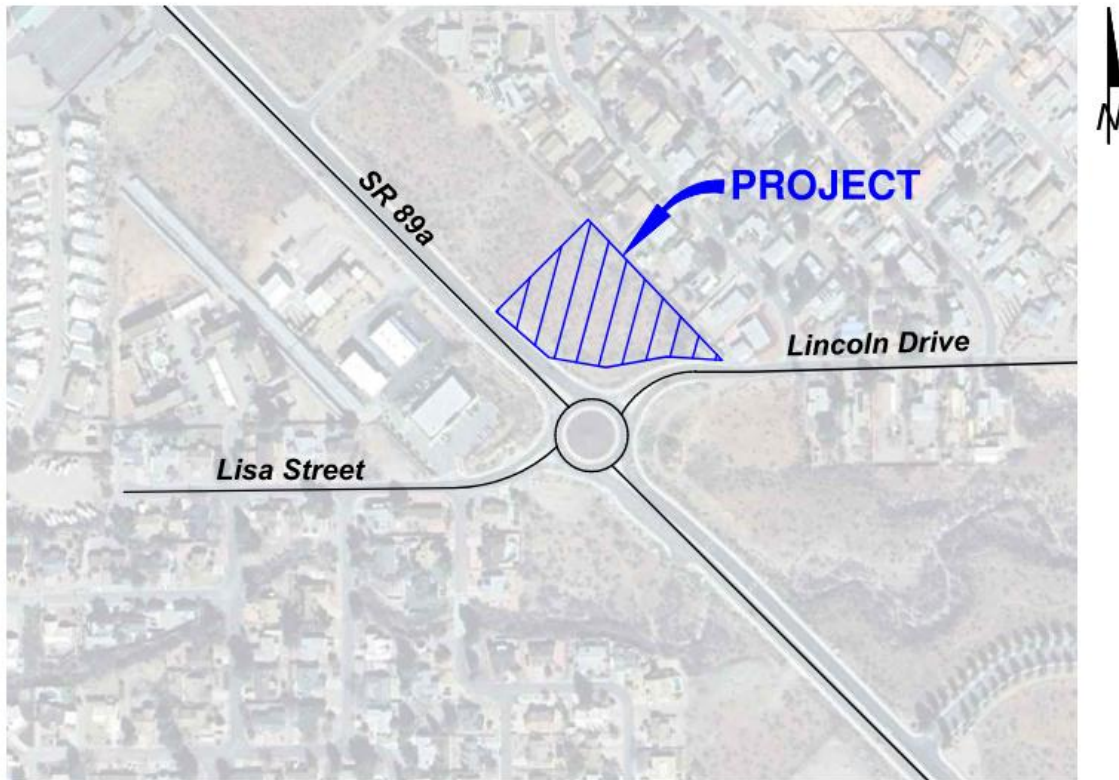
In order to analyze and evaluate the potential traffic impacts of the proposed development, the following tasks were undertaken:

- Field observation of the proposed site and surrounding area was conducted to evaluate the existing physical and operational characteristics of the adjacent roadway network.
- Site traffic volumes generated by the proposed site were calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition, 2021*.
- Calculated site traffic was distributed based on existing traffic patterns and assigned to the primary roadways within the project study limits.
- Capacity analyses were performed for the existing conditions and future conditions without and with the project based on an opening year of 2027 and a horizon year of 2030 using methodology presented in the *2016 Highway Capacity Manual (HCM 6)*.
- The need for auxiliary turn lanes at the study access points was evaluated based on ADOT guidelines.





Figure 1 – Vicinity Map



**LEGEND:**

— = Existing Road

 = Project Site

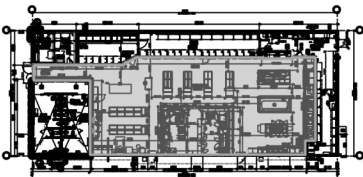


Figure 2 - Site Plan

SITE DEVELOPMENT SUMMARY

|                            |                                      |
|----------------------------|--------------------------------------|
| EXISTING ZONING:           | C, COMMERCIAL                        |
| PROPOSED ZONING:           | C, COMMERCIAL                        |
| PROPERTY AREA:             | 235, 659.6 SF (5.41 AC)              |
| OVERALL:                   | 87,170 SF (2.001 AC)                 |
| CIRCLE K:                  |                                      |
| CURRENT LAND USE           | UNDEVELOPED                          |
| BUILDING SETBACK PER CODE: | 30'=FRONT<br>0'=SIDE<br>20'=REAR     |
| PARKING SETBACK:           | X'=FRONT AND ROW<br>X'=SIDE AND REAR |
| PARKING SPACE/DRIVE AISLE: | 9' WIDE X 20' LONG, 24' AISLE        |
| REQUIRED:                  | 9.5' WIDE X 20' LONG, 24' AISLE      |
| PROVIDED:                  |                                      |
| PARKING RATIO REQUIREMENT  | CITY OF CLARKDALE AZ                 |
| CONVENIENCE STATION:       | 1 SPACE / 200 SF OF BLDG             |
| TOTAL SPACES REQUIRED:     | 15 SPACES (2957/200=14.79)*          |
| ADA SPACES REQUIRED:       | 1 SPACE                              |
| PARKING PROVIDED:          | 17 + 8 RV & 12 PUMP SPACES           |
| STANDARD SPACES            | 16                                   |
| ADA SPACES                 | 1                                    |
| EV CHARGING SPACES         | 0                                    |
| PUMP PARKING               | 12                                   |
| RV PARKING                 | 8                                    |

- \*- CALCULATED BASED ON RETAIL SPACE  
PLAN REVIEW NOTES
- LANDSCAPE ISLANDS AREN'T DEPICTED. FINAL CONSTRUCTION DRAWINGS MAY REQUIRE ISLANDS AND THIS WOULD IMPACT THE LAYOUT AND PARKING COUNT.
  - BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY OTHERS + AERIAL.
  - THIS CONCEPT SITE PLAN DOES NOT GUARANTEE ALL REQUIREMENTS FROM ZONNING ISSUES, NOR SIGNAGE, STORM DRAINAGE, GRADING, UTILITIES, EASEMENTS, AND THE LIKE ARE PROPERLY ADDRESSED AT THE TIME. THE ABOVE REQUIREMENTS CAN AFFECT THE SITE LAYOUT. ALL REQUIREMENTS ASSUMED WITH THIS LAYOUT ARE TENATIVE AND SUBJECT TO CHANGE AS MAY BE DIRECTED BY THE CLIENT, ARCHITECT, JOINT DEVELOPER, OR ANY OF THE GOVERNMENTAL PERMITTING AGENCIES.



SHADED AREA= 2,957 SF OF RETAIL SPACE



\\WESTWOODPS\\LOCAL\\GLOBAL PROJECTS\\0058494.00\\DWG\\CONCEPT\\0058494XB03.1.DWG

CIRCLE K\_CLARKDALE\_SR89

INITIAL: 081224

REV1: 101424

REV2: 101824

REV3: 050725

REV4:

PREPARED FOR:

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CIRCLE K

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SR 89A + LINCOLN DR

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Westwood Professional Services, Inc.

CONCEPTUAL SITE PLAN-  
SITE CONCEPT

PROJECT NUMBER: 0058494.00

SHEET NUMBER:

CSP 3.1W

DATE: 04/24/2025

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### **Existing Conditions**

The proposed project will be located on the northeast corner of Lincoln Drive/SR 89A in Clarkdale, Arizona.

SR 89A is a north/south aligned, four-lane roadway with a raised median that provides regional access between Prescott and Flagstaff, Arizona. Curb, gutter, and sidewalk are provided along both sides of the SR 89A. The posted speed limit on SR 89A is 45 miles per hour (mph).

Lincoln Drive is a two-lane roadway that provides access to residential homes east of the proposed site. Lincoln Drive has a posted speed limit of 25 mph and dead ends approximately one quarter mile east of SR 89A.

The intersection of Lincoln Drive/SR 89A is a four leg, roundabout intersection. The eastbound and westbound approaches to the intersection of Lincoln Drive/SR 98A offer a shared left turn/through/right turn lane while northbound and southbound traffic is offered a shared left turn/through lane and a shared through/right turn lane at the intersection.

The study intersection locations, lane configurations, and intersection control are shown in **Figure 3**.

### **Existing Traffic Data**

In order to form a basis for analysis of the project impacts, weekday 24-hour turning movement counts were conducted at the intersection of Lincoln Drive/SR 89A in February 2025, while school was in session.

The weekday 24-hour turning movement counts conducted at the intersection of Lincoln Drive/SR 89A were reviewed to identify the weekday AM, MIDDAY and PM peak hours, as shown below;

- Weekday AM Peak Hour – 7:30 am to 8:30 am
- Weekday MIDDAY Peak Hour – 2:00 pm to 3:00 pm
- Weekday PM Peak Hour – 3:15 pm to 4:15 pm

The existing weekday AM, MIDDAY and PM peak hour traffic volumes are shown in **Figure 4**. Complete traffic count data can be found in the Appendix.





Figure 3 – Existing Lane Configurations and Traffic Control



**LEGEND:**



= YIELD (R1-2) Sign



= Speed Limit

— = Existing Road

⇒ = Existing Movement

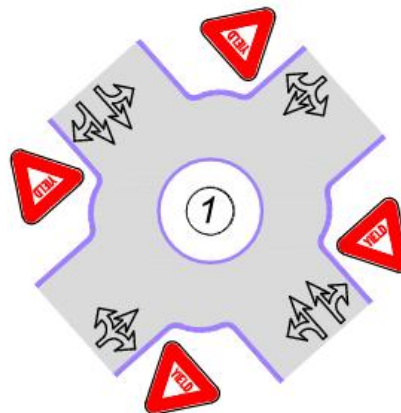
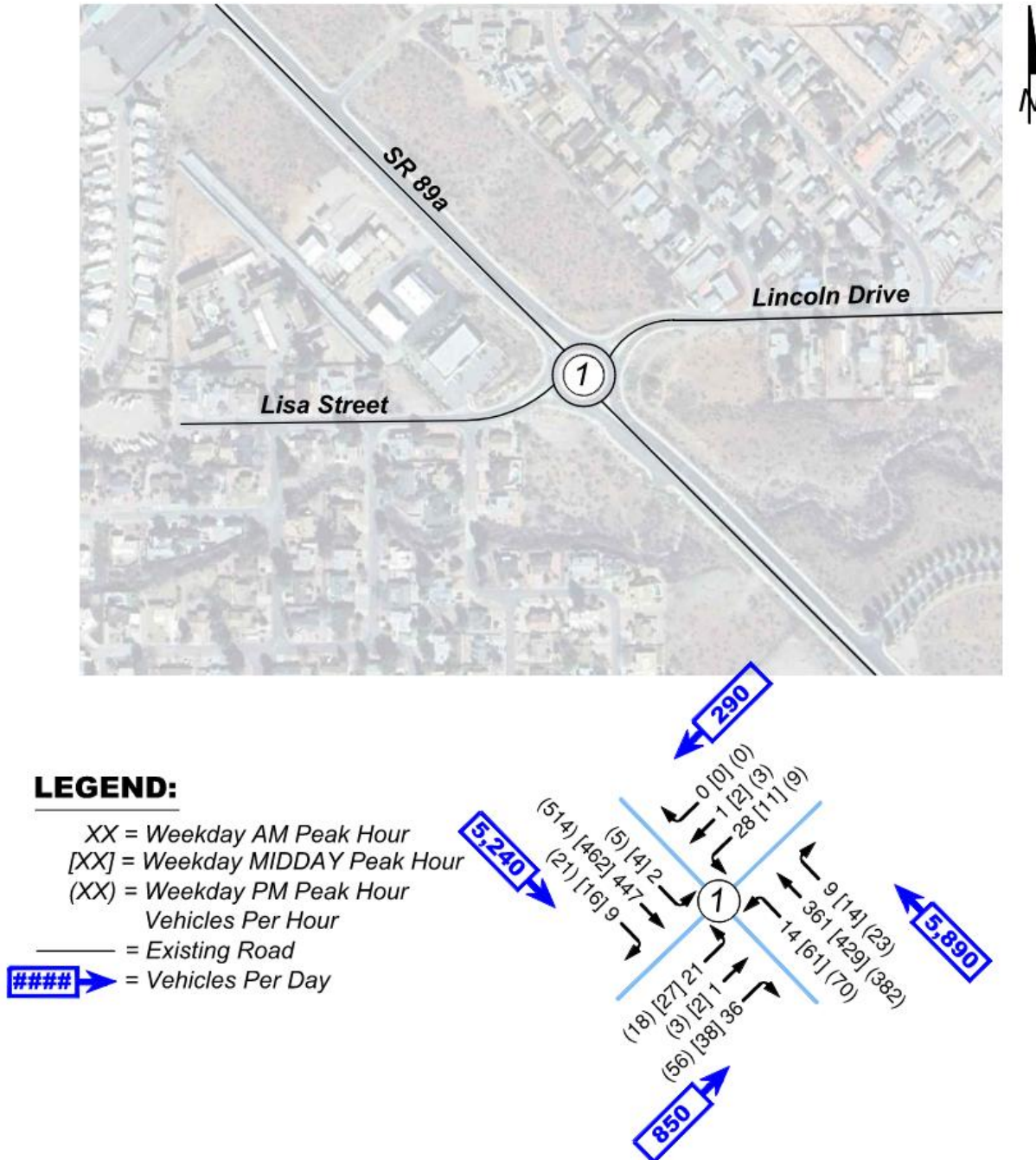






Figure 4 – Existing Weekday Peak Hour Traffic Volumes







## Access

The proposed site will be served by two proposed access points.

West Access will be located on the east side of SR 89A approximately, 190 feet north of Lincoln Drive and will offer right-in, right-out access to the proposed site. Westbound traffic exiting the site at the intersection of West Access/SR 89A will be STOP controlled while northbound and southbound traffic will operate under free flow conditions.

South Access will be a full access point located on the north side of Lincoln Drive, approximately 165 feet west SR 89A. Southbound traffic at the intersection of South Access/Lincoln Drive will be STOP controlled. Eastbound and westbound vehicles at the intersection of South Access/Lincoln Drive will continue to operate under free flow conditions.

**Figure 5** shows the locations, geometry and spacing for the study intersections that will serve as a baseline of analysis in 2027 and 2030. This baseline for the analysis serves as a starting point to determine necessary improvements and does not present the final roadway configurations that may be required as part of this analysis.

## Trip Generation

Trip generation for the project was developed utilizing nationally agreed upon data contained in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 11th Edition*, 2021. The project is proposing a twelve (12) fueling station gas station, with a convenience store that has a gross floor area (GFA) of 5,200 square feet. Trip generation for the site was estimated using ITE Land Use Code 945, Convenience Store/Gas Station – GFA (4-5.5k) (LUC 945). The ITE *Trip Generation* manual does not provide MIDDAY trip generation data. For the purposes of this report, the greater of the weekday AM and PM peak hour trip generation was used for the MIDDAY peak hour trip generation estimate. The weekday daily and weekday AM, MIDDAY and PM peak hour trip generation for the proposed site is shown in **Table 1**. The complete trip generation calculations can be found in the Appendix.

**Table 1 – Project Site Generated Trips**

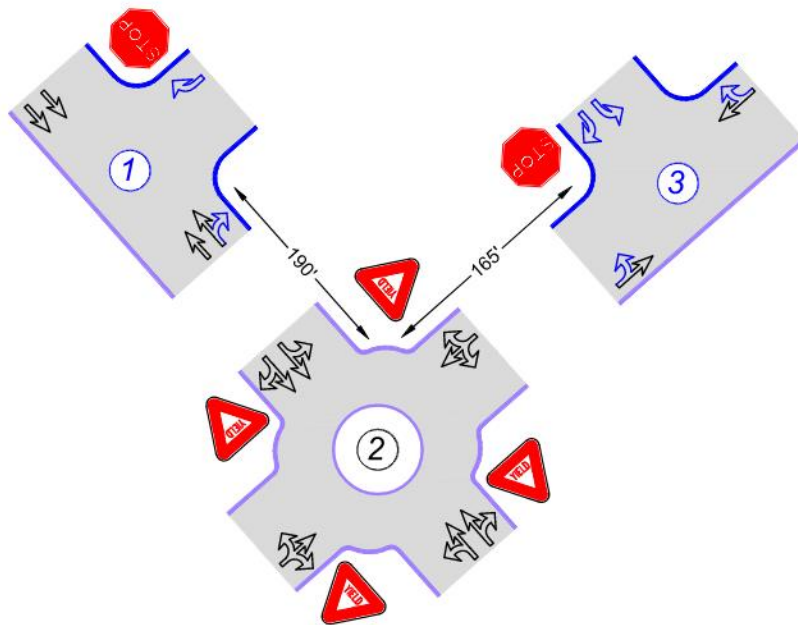
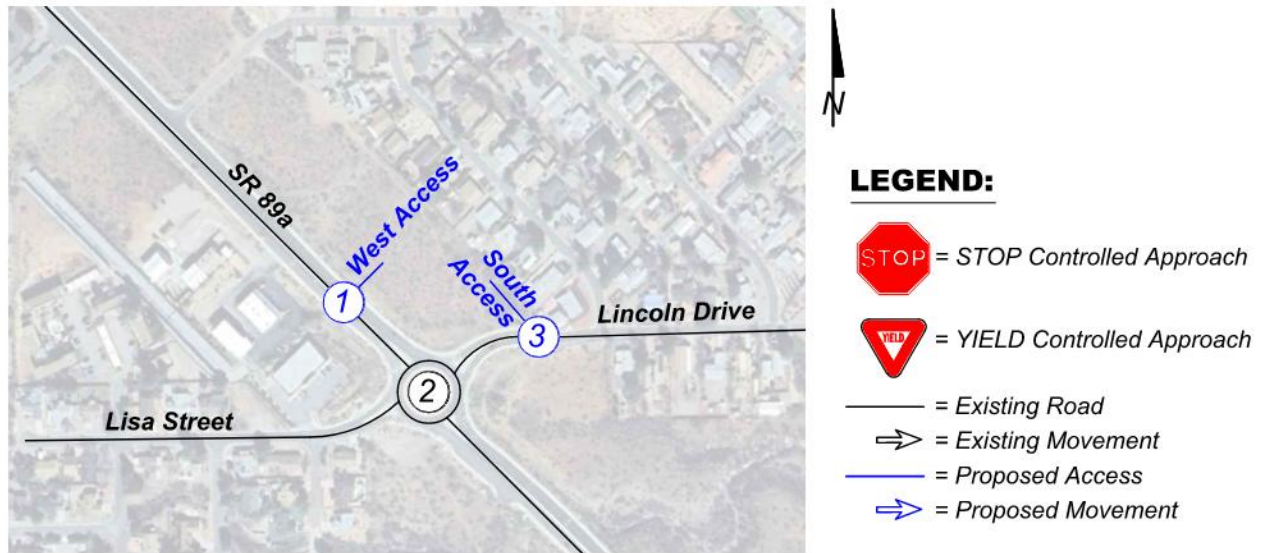
| Time Period                    | 12 Fueling Station<br>Convenience Market/<br>Gas Station<br>(LUC 945) |
|--------------------------------|-----------------------------------------------------------------------|
| Average Daily, Inbound (vtpd)  | 1,543                                                                 |
| Average Daily, Outbound (vtpd) | 1,543                                                                 |
| <b>Total Weekday Daily</b>     | <b>3,086</b>                                                          |
| AM Peak Hour, Inbound (vtph)   | 162                                                                   |
| AM Peak Hour, Outbound (vtph)  | 162                                                                   |
| <b>Total AM Peak</b>           | <b>324</b>                                                            |
| MID Peak Hour, Inbound (vtph)  | 162                                                                   |
| MID Peak Hour, Outbound (vtph) | 162                                                                   |
| <b>Total MID Peak</b>          | <b>324</b>                                                            |
| PM Peak Hour, Inbound (vtph)   | 137                                                                   |
| PM Peak Hour, Outbound (vtph)  | 137                                                                   |
| <b>Total PM Peak</b>           | <b>274</b>                                                            |

vtpd - vehicle trips per day, vtph - vehicle trips per hour





Figure 5 – Baseline Access Point and Intersection Configuration Assumptions







### ***Pass-By Reduction***

Gas stations do not typically generate all new traffic on a roadway system, many are ‘pass-by’ trips. The Institute of Transportation Engineers’ (ITE) publication *Trip Generation Manual, 11<sup>th</sup> Edition*, 2021, defines pass-by trips as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Primary trips are trips where the primary purpose of the trip is to visit a specific location (i.e. gas station). Pass-by trips are trips where the secondary purpose of the trip is to visit the gas station, in conjunction with some other primary trip purpose (such as driving home from work).

ITE estimates that 76% of the weekday AM peak hour trips and 75% of the weekday PM peak hour trips will be from pass-by for a gas station with convenience store that has between 9 and 20 vehicle fueling positions. Pass-by trips lower the study intersections’ through traffic volumes as vehicles choose to turn into the site instead of continuing through the intersection. The ITE weekday AM peak hour pass-by rate was utilized for the weekday MIDDAY peak hour as the vehicle trips during these two peak hours was assumed to be the same. **Table 2** shows the pass-by reductions expected at the project site.

**Table 2 – Pass-By Reduction**

| <b>Time Period</b>             | <b>12 Fueling Station<br/>Convenience Market/<br/>Gas Station<br/>(LUC 945)</b> | <b>Pass-By<br/>Reduction</b> | <b>Total<br/>(Primary Trips)</b> |
|--------------------------------|---------------------------------------------------------------------------------|------------------------------|----------------------------------|
| AM Peak Hour, Inbound (vtph)   | 162                                                                             | -124                         | 38                               |
| AM Peak Hour, Outbound (vtph)  | 162                                                                             | -124                         | 38                               |
| <b>Total AM Peak</b>           | <b>324</b>                                                                      | <b>-247</b>                  | <b>77</b>                        |
| MID Peak Hour, Inbound (vtph)  | 162                                                                             | -124                         | 38                               |
| MID Peak Hour, Outbound (vtph) | 162                                                                             | -124                         | 38                               |
| <b>Total MID Peak</b>          | <b>324</b>                                                                      | <b>-247</b>                  | <b>77</b>                        |
| PM Peak Hour, Inbound (vtph)   | 137                                                                             | -103                         | 34                               |
| PM Peak Hour, Outbound (vtph)  | 137                                                                             | -103                         | 34                               |
| <b>Total PM Peak</b>           | <b>274</b>                                                                      | <b>-206</b>                  | <b>68</b>                        |

vtph - vehicle trips per hour

### **Trip Distribution & Assignment**

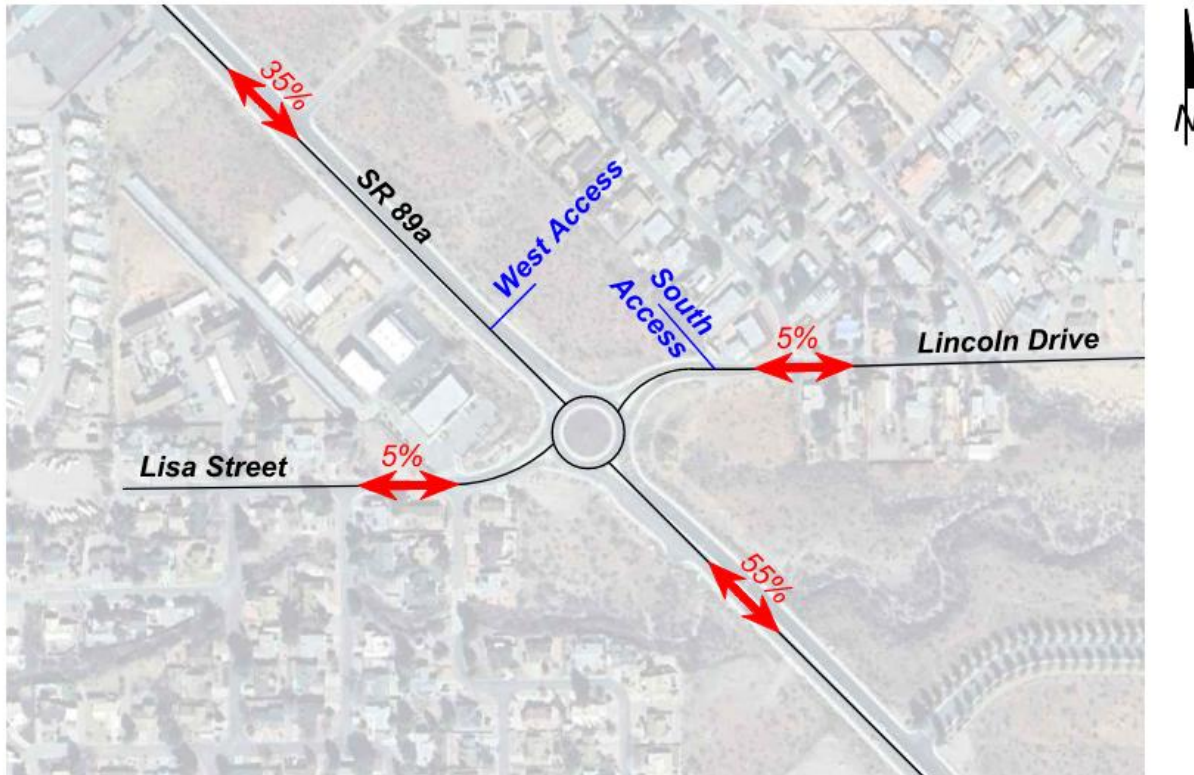
Trip distribution for the project was based on existing traffic volume patterns near the proposed site. **Figure 6** shows the weekday trip distribution for the project as a percentage of net new primary trips. It was assumed that the pass-by vehicle trips would have an even distribution in each direction along SR 89A.

Based on the values shown in **Table 2**, primary and pass-by trips generated by the site were assigned to the project intersections.





Figure 6 – Weekday Peak Hour Trip Distribution



**LEGEND:**

— = Existing Road

— = Proposed Access

XX% = Distribution of Vehicle Trips





**Figure 7** shows the weekday peak hour primary trip assignment of the new site generated trips to the project intersections. **Figure 8** shows the assignment of the expected pass-by trips in the weekday peak hours at the project site. It should be noted that pass-by trips are positive at the turning movements used to access the site and negative to the through traffic stream.

**Figure 9** shows the total weekday peak hour assignment of the site generated trips (combination of primary and pass-by) to the project intersections for the study years 2027 and 2030.

### **Existing Traffic Operations**

Analysis of current intersection operations was conducted for the weekday AM, MIDDAY and PM peak hours using the nationally accepted methodology set forth in the *Highway Capacity Manual*, Transportation Research Board, 2016 (HCM 6). The computer software Synchro 11 was utilized to calculate the levels of service for individual movements and approaches.

LOS is a qualitative measure of the traffic operations at an intersection or on a roadway segment. Level of service is ranked from LOS A, which signifies little or no congestion and is the highest rank, to LOS F, which signifies congestion and jam conditions. LOS D is typically considered adequate operation at signalized and un-signalized intersections in developed areas.

At un-signalized intersections, LOS is predicted/calculated for those movements, which must either stop for or yield to oncoming traffic and is based on average control delay for the particular movement. Control delay is the portion of total delay attributed to traffic control measures such as stop signs and traffic signals. The criteria for level of service at un-signalized intersections are shown in **Table 3**.

**Table 3 – Level of Service Criteria – Un-signalized Intersections**

| Level-of-Service | Delay                         |
|------------------|-------------------------------|
| A                | < 10 seconds/vehicle          |
| B                | > 10 and < 15 seconds/vehicle |
| C                | > 15 and < 25 seconds/vehicle |
| D                | > 25 and < 35 seconds/vehicle |
| E                | > 35 and < 50 seconds/vehicle |
| F                | > 50 seconds/vehicle          |





Figure 7 – Weekday Peak Hour Primary Trip Assignment

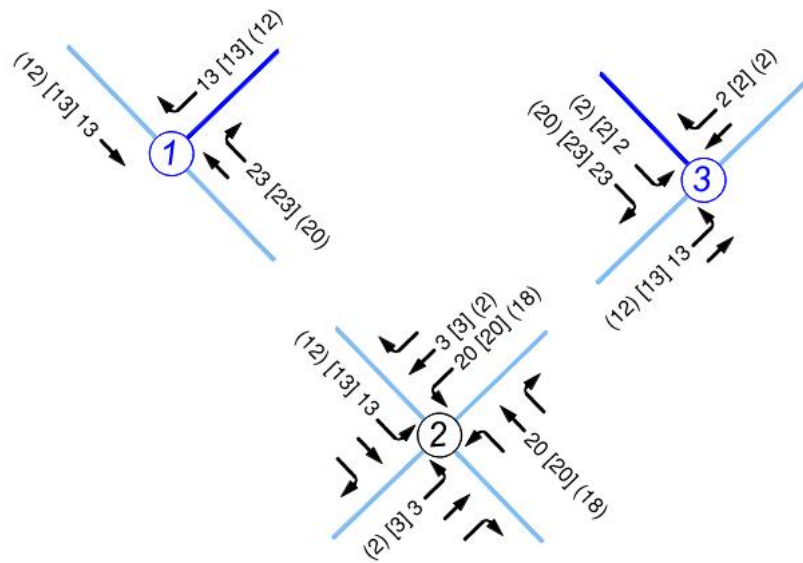
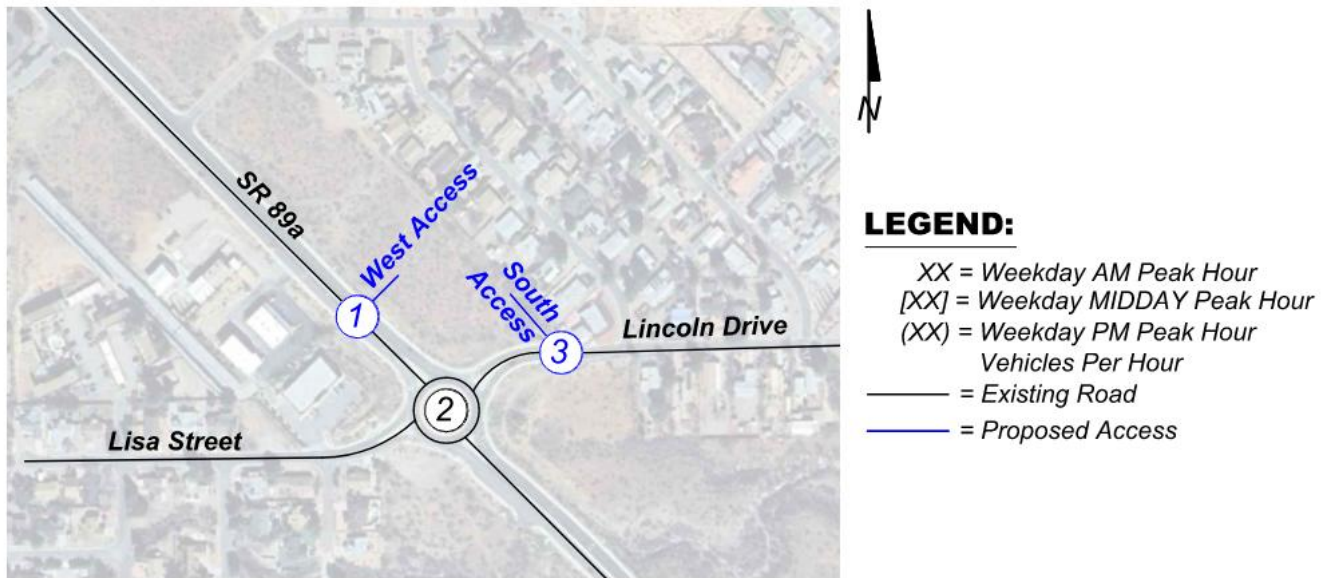
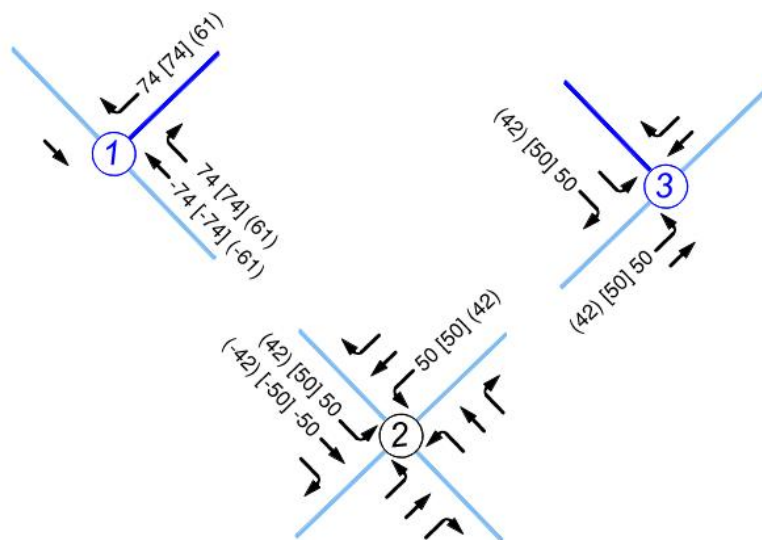
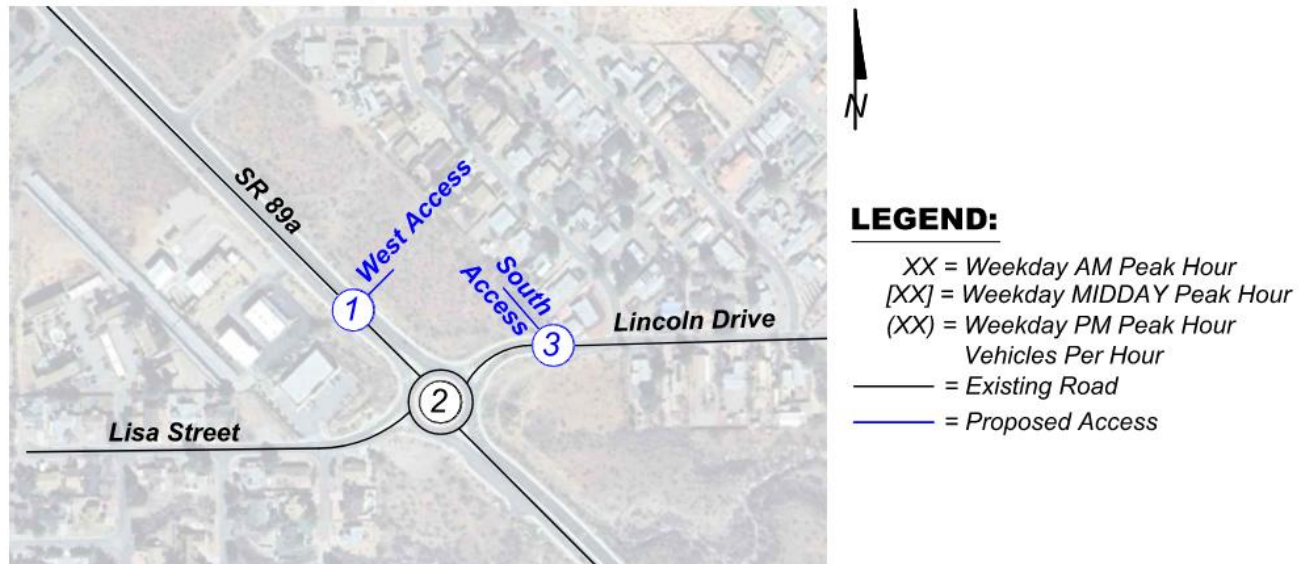






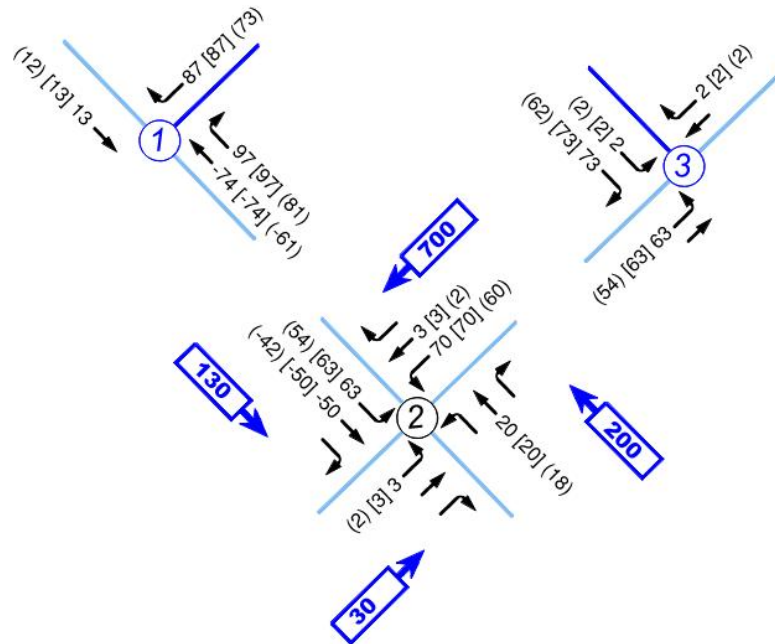
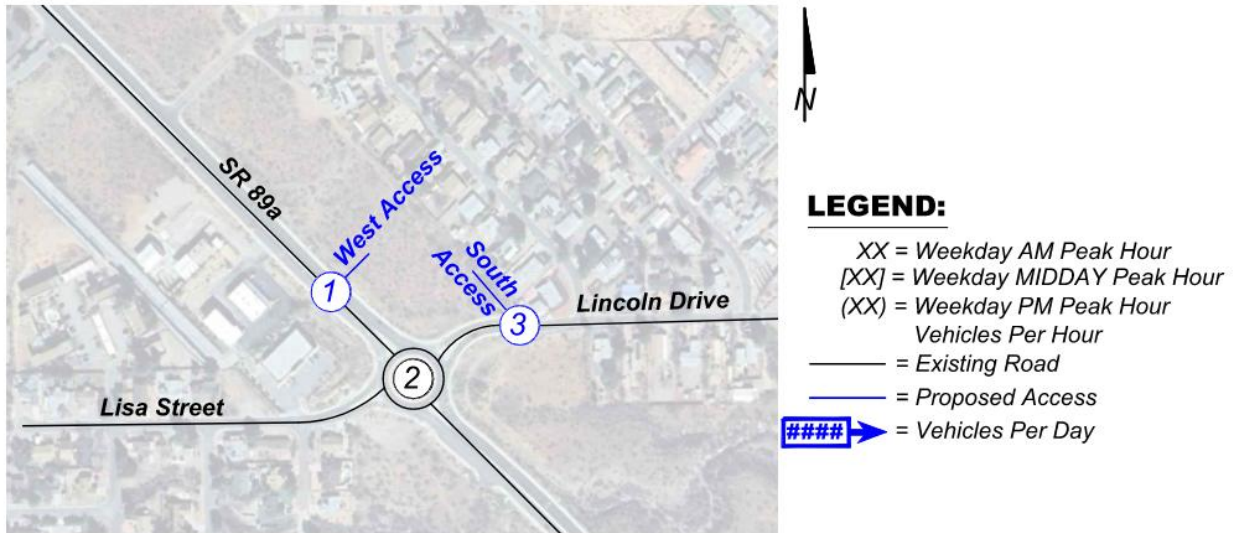
Figure 8 – Weekday Peak Hour Pass-By Trip Assignment Reduction







**Figure 9 – Weekday Peak Hour Total Trip Assignment (Primary and Pass-By)**







**Table 4** shows the existing levels of service that were calculated for the intersection of Lincoln Drive/SR 89A. Complete capacity calculations are included in the Appendix.

**Table 4 – Existing Weekday Peak Hour Levels of Service**

| Intersection         | AM Peak Hour |       | MD Peak Hour |       | PM Peak Hour |       |
|----------------------|--------------|-------|--------------|-------|--------------|-------|
|                      | LOS          | Delay | LOS          | Delay | LOS          | Delay |
| <b>Roundabout</b>    |              |       |              |       |              |       |
| Lincoln Drive/SR 89A |              |       |              |       |              |       |
| Overall Intersection | A            | 4.4   | A            | 4.8   | A            | 4.9   |
| Eastbound Approach   | A            | 5.1   | A            | 5.2   | A            | 5.6   |
| Westbound Approach   | A            | 4.3   | A            | 4.5   | A            | 4.3   |
| Northbound Approach  | A            | 4.1   | A            | 4.7   | A            | 4.5   |
| Southbound Approach  | A            | 4.5   | A            | 4.8   | A            | 5.2   |

Delay - seconds per vehicle

As shown in **Table 4**, the intersection of Lincoln Drive/SR 89A currently operates at an adequate level of service (LOS) during the weekday AM, MIDDAY and PM peak hours.

### **Future Traffic Operations Without Project**

In order to assess the impacts of the project on future traffic operations, traffic projections were made for the opening year of 2027 and a horizon year of 2030. A review of historical traffic data in the vicinity of the project showed increasing and decreasing traffic volumes. Due to this, a conservative 2% growth rate was used to account for future development near the project area. Weekday peak hour traffic volumes without the project in 2027 and 2030 are shown in **Figures 10** and **11**.

As with the current traffic volumes, levels of service were calculated at the intersection of Lincoln Drive/SR 89A in the study area for 2027 and 2030 without the project. Intersection LOS for 2027 and 2030 without the project are shown in **Tables 5** and **6**. Complete capacity calculations are included in the Appendix.

**Table 5 – 2027 Weekday Peak Hour Levels of Service Without Project**

| Intersection         | AM Peak Hour |       | MD Peak Hour |       | PM Peak Hour |       |
|----------------------|--------------|-------|--------------|-------|--------------|-------|
|                      | LOS          | Delay | LOS          | Delay | LOS          | Delay |
| <b>Roundabout</b>    |              |       |              |       |              |       |
| Lincoln Drive/SR 89A |              |       |              |       |              |       |
| Overall Intersection | A            | 4.5   | A            | 4.9   | A            | 5.0   |
| Eastbound Approach   | A            | 5.2   | A            | 5.4   | A            | 5.7   |
| Westbound Approach   | A            | 4.4   | A            | 4.7   | A            | 4.4   |
| Northbound Approach  | A            | 4.2   | A            | 4.8   | A            | 4.6   |
| Southbound Approach  | A            | 4.7   | A            | 5.0   | A            | 5.3   |

Delay - seconds per vehicle





**Table 6 – 2030 Weekday Peak Hour Levels of Service Without Project**

| Intersection         | AM Peak Hour |       | MD Peak Hour |       | PM Peak Hour |       |
|----------------------|--------------|-------|--------------|-------|--------------|-------|
|                      | LOS          | Delay | LOS          | Delay | LOS          | Delay |
| <b>Roundabout</b>    |              |       |              |       |              |       |
| Lincoln Drive/SR 89A |              |       |              |       |              |       |
| Overall Intersection | A            | 4.7   | A            | 5.1   | A            | 5.2   |
| Eastbound Approach   | A            | 5.5   | A            | 5.6   | A            | 6.1   |
| Westbound Approach   | A            | 4.5   | A            | 4.9   | A            | 4.6   |
| Northbound Approach  | A            | 4.3   | A            | 5.0   | A            | 4.8   |
| Southbound Approach  | A            | 4.8   | A            | 5.1   | A            | 5.5   |

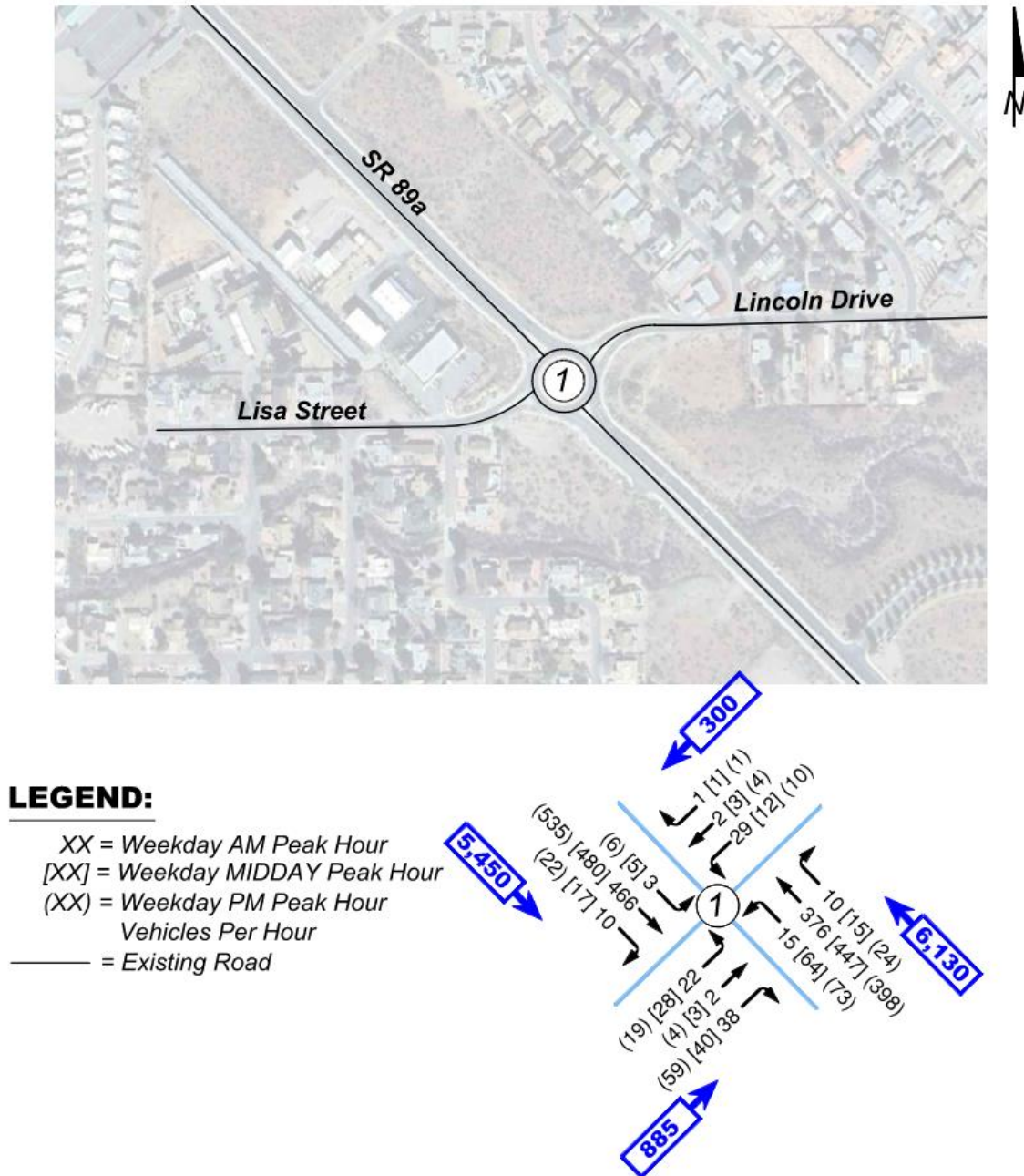
Delay - seconds per vehicle

As shown in **Tables 5** and **6**, the intersection of Lincoln Drive/SR 89A is expected to continue to operate at an adequate LOS during the weekday AM, MIDDAY and PM peak hours in 2027 and 2030 without the project.





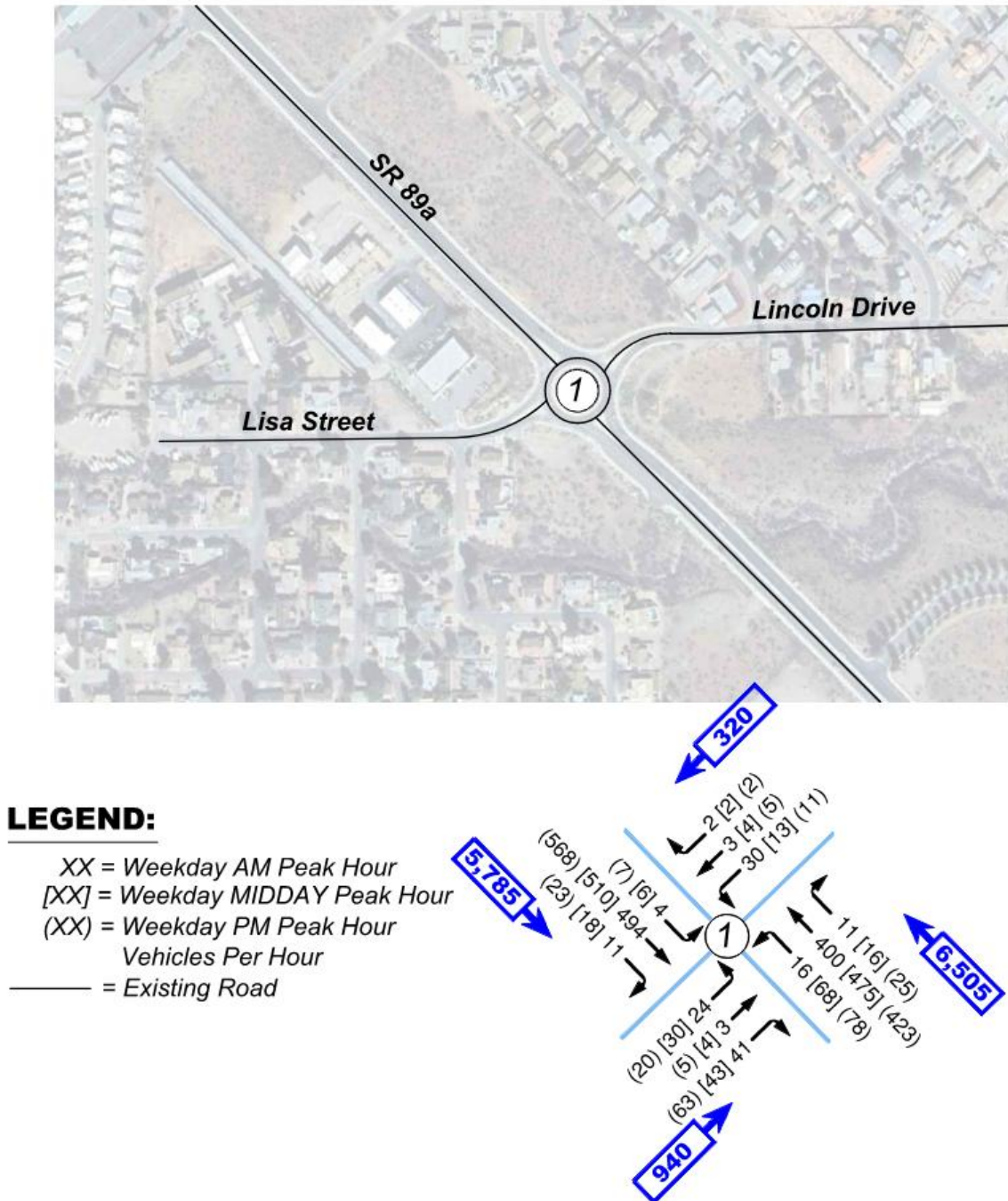
Figure 10 – 2027 Weekday Peak Hour Traffic Volumes Without Project







**Figure 11 – 2028 Weekday Peak Hour Traffic Volumes Without Project**







## Future Traffic Operations With Project

In order to assess the impacts of the project on future traffic operations, levels of service were calculated for each project intersection in 2027 and 2030, with the project. Weekday peak hour traffic volumes for 2027 and 2030 without the project were combined with the total estimated trips generated by the project to yield weekday peak hour traffic volumes with the project. The weekday peak hour traffic volumes with the project in 2027 and 2030 are shown in **Figures 12** and **13**.

The weekday intersection LOS for 2025 and 2028 with the project, were then calculated as shown in **Tables 7** and **8**. Complete capacity calculations are included in the Appendix.

**Table 7 – 2027 Weekday Peak Hour Levels of Service With Project**

| Intersection                      | Without Project |       |              |       |              |       | With Project |       |              |       |              |       |
|-----------------------------------|-----------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|
|                                   | AM Peak Hour    |       | MD Peak Hour |       | PM Peak Hour |       | AM Peak Hour |       | MD Peak Hour |       | PM Peak Hour |       |
|                                   | LOS             | Delay | LOS          | Delay | LOS          | Delay | LOS          | Delay | LOS          | Delay | LOS          | Delay |
| <b>Roundabout</b>                 |                 |       |              |       |              |       |              |       |              |       |              |       |
| Lincoln Drive/SR 89A              |                 |       |              |       |              |       |              |       |              |       |              |       |
| Overall Intersection              | A               | 4.5   | A            | 4.9   | A            | 5.0   | A            | 5.0   | A            | 5.5   | A            | 5.5   |
| Eastbound Approach                | A               | 5.2   | A            | 5.4   | A            | 5.7   | A            | 5.8   | A            | 5.9   | A            | 6.3   |
| Westbound Approach                | A               | 4.4   | A            | 4.7   | A            | 4.4   | A            | 5.2   | A            | 6.0   | A            | 5.5   |
| Northbound Approach               | A               | 4.2   | A            | 4.8   | A            | 4.6   | A            | 4.6   | A            | 5.3   | A            | 5.1   |
| Southbound Approach               | A               | 4.7   | A            | 5.0   | A            | 5.3   | A            | 5.2   | A            | 5.5   | A            | 5.8   |
| <b>Unsignalized Intersections</b> |                 |       |              |       |              |       |              |       |              |       |              |       |
| West Access/SR 89A                |                 |       |              |       |              |       |              |       |              |       |              |       |
| Westbound Right                   | N/A             |       | N/A          |       | N/A          |       | B            | 10.5  | B            | 11.0  | B            | 10.5  |
| South Access/Lincoln Drive        |                 |       |              |       |              |       |              |       |              |       |              |       |
| Eastbound Left/Through            | N/A             |       | N/A          |       | N/A          |       | A            | 7.4   | A            | 7.4   | A            | 7.4   |
| Southbound Left/Right             |                 |       |              |       |              |       | A            | 8.9   | A            | 8.8   | A            | 8.7   |

Delay - seconds per vehicle

**Table 8 – 2030 Weekday Peak Hour Levels of Service With Project**

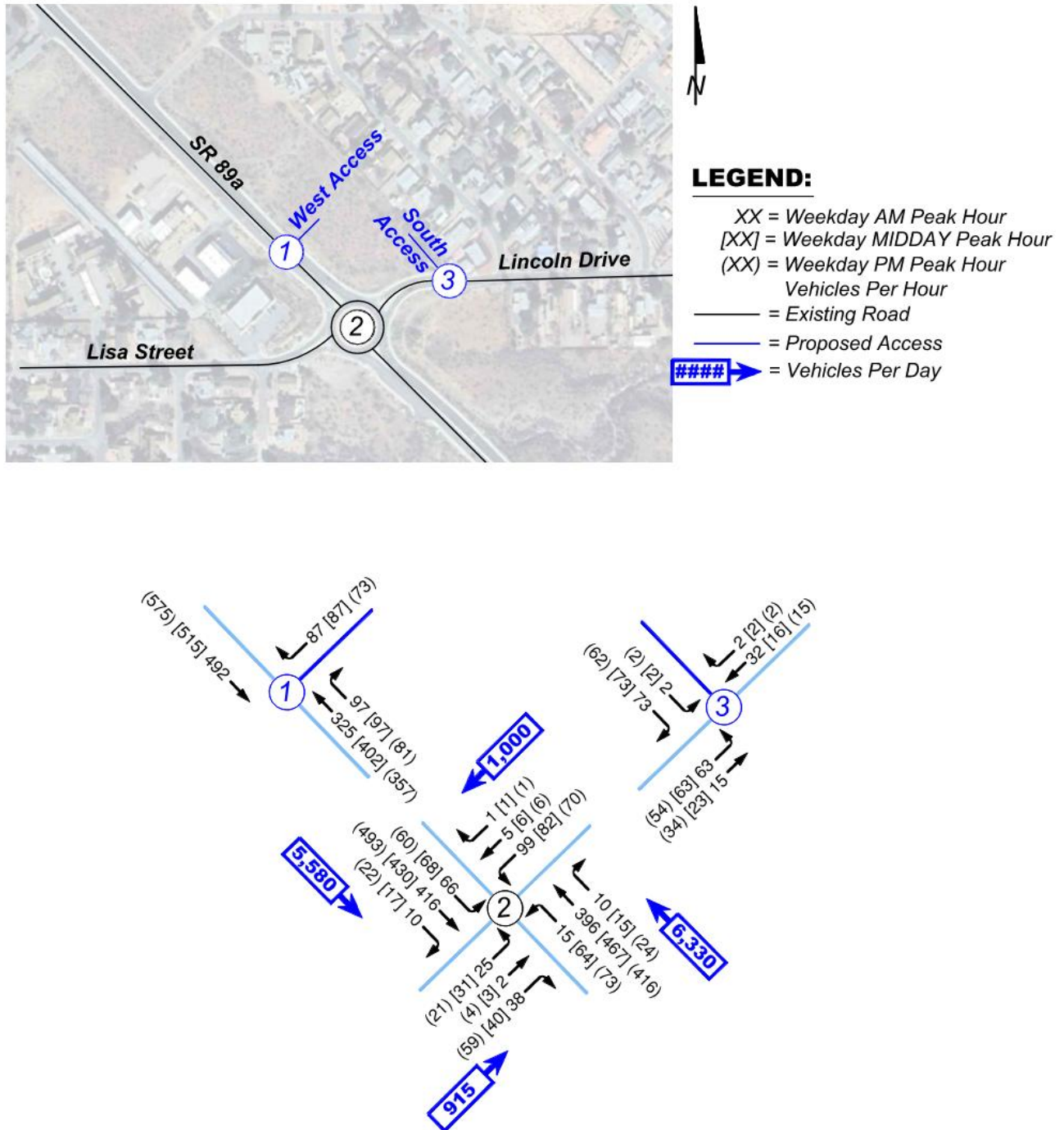
| Intersection                      | Without Project |       |              |       |              |       | With Project |       |              |       |              |       |
|-----------------------------------|-----------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|--------------|-------|
|                                   | AM Peak Hour    |       | MD Peak Hour |       | PM Peak Hour |       | AM Peak Hour |       | MD Peak Hour |       | PM Peak Hour |       |
|                                   | LOS             | Delay | LOS          | Delay | LOS          | Delay | LOS          | Delay | LOS          | Delay | LOS          | Delay |
| <b>Roundabout</b>                 |                 |       |              |       |              |       |              |       |              |       |              |       |
| Lincoln Drive/SR 89A              |                 |       |              |       |              |       |              |       |              |       |              |       |
| Overall Intersection              | A               | 4.7   | A            | 5.1   | A            | 5.2   | A            | 5.2   | A            | 5.7   | A            | 5.8   |
| Eastbound Approach                | A               | 5.5   | A            | 5.6   | A            | 6.1   | A            | 6.1   | A            | 6.2   | A            | 6.7   |
| Westbound Approach                | A               | 4.5   | A            | 4.9   | A            | 4.6   | A            | 5.4   | A            | 6.3   | A            | 5.7   |
| Northbound Approach               | A               | 4.3   | A            | 5.0   | A            | 4.8   | A            | 4.7   | A            | 5.5   | A            | 5.2   |
| Southbound Approach               | A               | 4.8   | A            | 5.1   | A            | 5.5   | A            | 5.3   | A            | 5.8   | A            | 6.1   |
| <b>Unsignalized Intersections</b> |                 |       |              |       |              |       |              |       |              |       |              |       |
| West Access/SR 89A                |                 |       |              |       |              |       |              |       |              |       |              |       |
| Westbound Right                   | N/A             |       | N/A          |       | N/A          |       | B            | 10.7  | B            | 11.2  | B            | 10.7  |
| South Access/Lincoln Drive        |                 |       |              |       |              |       |              |       |              |       |              |       |
| Eastbound Left/Through            | N/A             |       | N/A          |       | N/A          |       | A            | 7.4   | A            | 7.4   | A            | 7.4   |
| Southbound Left/Right             |                 |       |              |       |              |       | A            | 8.9   | A            | 8.8   | A            | 8.7   |

Delay - seconds per vehicle





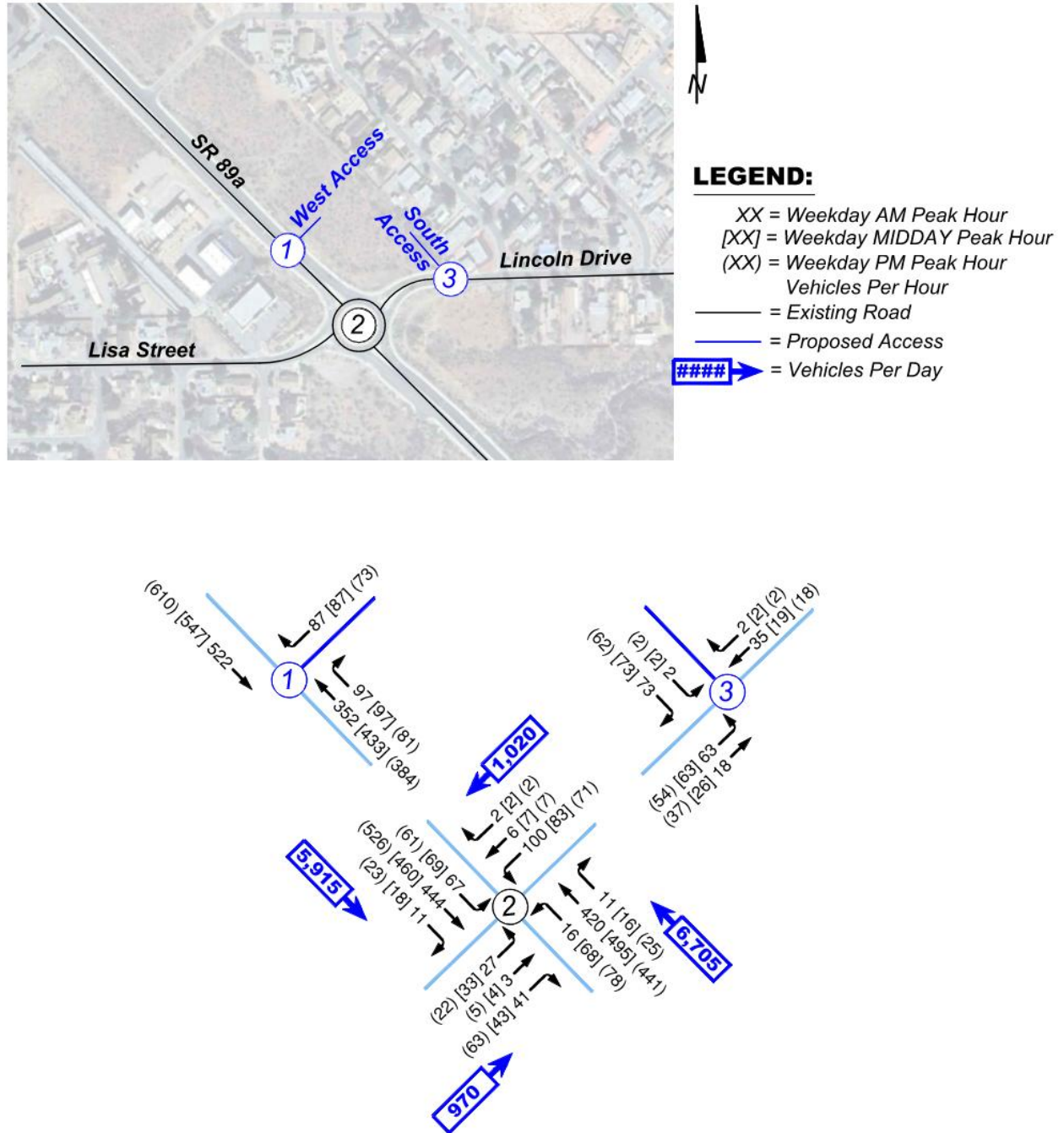
**Figure 12 – 2027 Weekday Peak Hour Traffic Volumes With Project**







**Figure 13 – 2030 Weekday Peak Hour Traffic Volumes With Project**







As shown in **Tables 7 and 8**, all of the study intersections are expected to operate at an adequate LOS during the weekday AM, MIDDAY and PM peak hours in 2027 and 2030 without and with the project.

### **Turn Lane Analysis**

A key element of this traffic analysis is to determine if any left or right turn lanes are required at the project access points. The Town of Clarkdale uses ADOT's *Traffic Guidelines and Processes* to determine the need for auxiliary lanes on roads adjacent to the proposed site access driveway. ADOT's turn lane warrant criteria is based on speed, roadway configuration, through traffic volume during the peak hour, and turning traffic volume during the peak hour. **Tables 9 and 10** show ADOT's left and right turn lane warrant requirements, which can be found in Section 245 of the *ADOT Traffic Guidelines and Processes (TGP)*, 2019.

**Table 9 – ADOT Left Turn Lane Warrant Criteria**

| Peak Hour<br>Traffic<br>Volume on<br>the<br>Highway in<br>Advancing<br>Direction | Minimum Peak Hour Left-turn Traffic Volume |                             |                             |                             |
|----------------------------------------------------------------------------------|--------------------------------------------|-----------------------------|-----------------------------|-----------------------------|
|                                                                                  | # of thru lanes per direction              |                             |                             |                             |
|                                                                                  | 1                                          |                             | 2                           |                             |
|                                                                                  |                                            |                             | (Undivided)*                |                             |
|                                                                                  | < 45 MPH<br>Posted<br>Speed                | ≥ 45 MPH<br>Posted<br>Speed | < 45 MPH<br>Posted<br>Speed | ≥ 45 MPH<br>Posted<br>Speed |
| ≤ 200                                                                            | 30                                         | 15                          | -                           | -                           |
| 201 – 300                                                                        | 12                                         | 12                          | 40                          | 30                          |
| 301 – 400                                                                        | 12                                         | 12                          | 30                          | 25                          |
| 401 – 500                                                                        | 12                                         | 12                          | 25                          | 18                          |
| 501 – 600                                                                        | 12                                         | 12                          | 15                          | 12                          |
| 601 – 1000                                                                       | 12                                         | 12                          | 10                          | 8                           |
| 1000+                                                                            | 12                                         | 8                           | 10                          | 8                           |

\*On non-freeway divided highways, left-turn or U-turn lanes should be provided at median breaks.





**Table 10 – ADOT Right Turn Lane Warrant Criteria**

| Peak Hour Traffic Volume on the Highway in Advancing Direction | Minimum Peak Hour Right-turn Traffic Volume |                       |                       |                       |            |
|----------------------------------------------------------------|---------------------------------------------|-----------------------|-----------------------|-----------------------|------------|
|                                                                | # of thru lanes per direction               |                       |                       |                       |            |
|                                                                | 1                                           |                       | 2                     |                       | 3          |
|                                                                | < 45 MPH Posted Speed                       | ≥ 45 MPH Posted Speed | < 45 MPH Posted Speed | ≥ 45 MPH Posted Speed | All Speeds |
| ≤ 200                                                          |                                             |                       |                       |                       |            |
| 201 – 300                                                      | -                                           | 30                    | -                     | -                     | -          |
| 301 – 400                                                      | -                                           | 19                    | -                     | 55                    | -          |
| 401 – 500                                                      | 85                                          | 14                    | -                     | 30                    | -          |
| 501 – 600                                                      | 58                                          | 12                    | 140                   | 25                    | -          |
| 601 – 700                                                      | 27                                          | 9                     | 80                    | 18                    | -          |
| 701 – 800                                                      | 20                                          | 8                     | 53                    | 15                    | -          |
| 801 – 900                                                      | 12                                          | 7                     | 40                    | 12                    | -          |
| 901 – 1000                                                     | 9                                           | 6                     | 30                    | 11                    | -          |
| 1001 – 1100                                                    | 8                                           | 5                     | 23                    | 9                     | 18         |
| 1101 – 1200                                                    | 7                                           | 5                     | 18                    | 8                     | 16         |
| 1201 – 1300                                                    | 6                                           | 4                     | 14                    | 8                     | 15         |
| 1301 – 1400                                                    | 6                                           | 4                     | 11                    | 6                     | 12         |
| 1400+                                                          | 5                                           | 3                     | 8                     | 6                     | 10         |

When needed, turn lanes remove the slow turning traffic from the through traffic stream, improving capacity and reducing rear-end accidents. **Table 11** shows the locations that were evaluated for right turn lanes based on traffic volumes in 2030 with the project.

**Table 11 – Turn Lane Warrants**

| Intersection               | Direction             | Peak Hour | # of Thru Lanes per Direction | Posted Speed | Peak Hour Traffic Volume in Advancing Direction | Turn Volume | Minimum Right Turn Volume Criteria | Warranted |
|----------------------------|-----------------------|-----------|-------------------------------|--------------|-------------------------------------------------|-------------|------------------------------------|-----------|
| West Access/SR 89A         | Northbound Right Turn | AM        | 2                             | 45 mph       | 501 vph                                         | 149 vph     | 25 vph                             | Yes       |
|                            |                       | Mid       |                               |              | 582 vph                                         | 149 vph     |                                    |           |
|                            |                       | PM        |                               |              | 502 vph                                         | 118 vph     |                                    |           |
| South Access/Lincoln Drive | Eastbound Left Turn   | AM        | 1                             | 25 mph       | 111 vph                                         | 63 vph      | 30 vph                             | Yes       |
|                            |                       | Mid       |                               |              | 105 vph                                         | 63 vph      |                                    |           |
|                            |                       | PM        |                               |              | 115 vph                                         | 54 vph      |                                    |           |
| South Access/Lincoln Drive | Westbound Right Turn  | AM        | 1                             | 25 mph       | 35 vph                                          | 2 vph       | 30 vph                             | No        |
|                            |                       | Mid       |                               |              | 19 vph                                          | 2 vph       |                                    |           |
|                            |                       | PM        |                               |              | 18 vph                                          | 2 vph       |                                    |           |

vph - vehicles per hour, mph - miles per hour





As shown in **Table 11**, a northbound right turn lane is warranted at the intersection of West Access/SR 89A.

While an eastbound left turn lane is warranted at the intersection of South Access/Lincoln Drive, the eastbound left turn/through movement is expected operate at a LOS A (with less than 10 seconds of delay) during the weekday AM, MIDDAY and PM peak hours in 2030 with the project, and is not recommended due to the relatively low traffic volumes on westbound Lincoln Drive, as Lincoln Drive ends approximately ¼ mile east of the South Access, and low speed nature of Lincoln Drive.

Queue lengths were determined for the warranted northbound right turn lane at the intersection of West Access/SR 89A, as well as for the eastbound left turn/through lane at the intersection of South Access/Lincoln Drive, to identify any potential queue overlap with the intersection of Lincoln Drive/SR 89A. The queue length for the westbound approach to the intersection of Lincoln Drive/SR 89A was also evaluated to identify any potential overlap with the South Access.

Queue storage requirements for the turn lanes were calculated using Synchro 95th percentile (Synchro 95th) methodology. Typically, an average vehicle length of 25 feet is assumed. The critical weekday peak hour volume was selected for each turning movement.

For un-signalized intersections, storage for vehicles likely to arrive in an average two-minute period within the peak hour should be provided, similarly based on Synchro 95th percentile queue lengths.

$$\text{Storage length} = \text{Synchro 95th \% queue (vehicles)} \times \text{vehicle length (ft)}$$

**Table 12** shows the calculated queue lengths for turn lanes at the study intersections based on 2030 weekday peak hour traffic volumes with traffic from the project. The computed values are typically rounded to the nearest 25 feet. It should be noted that the northbound right turn movement at West Access/SR 89A is not expected to generate a queue, as it will be a free flow movement.

**Table 12 – Calculated Queue Lengths**

| Intersection              | Left Turn Storage |    |    |    | Right Turn Storage |    |    |     |
|---------------------------|-------------------|----|----|----|--------------------|----|----|-----|
|                           | NB                | SB | EB | WB | NB                 | SB | EB | WB  |
| Lincoln Drive/SR 89A      |                   |    |    |    |                    |    |    |     |
| Turning Volume (vph)      |                   |    |    |    |                    |    |    | 108 |
| S <sub>calculated</sub> = |                   |    |    |    |                    |    |    | 0   |
| S <sub>rounded</sub> =    |                   |    |    |    |                    |    |    | 25  |
| West Access/SR 89A        |                   |    |    |    |                    |    |    |     |
| Turning Volume (vph)      |                   |    |    |    | 97                 |    |    |     |
| S <sub>calculated</sub> = |                   |    |    |    | 0                  |    |    |     |
| S <sub>rounded</sub> =    |                   |    |    |    | 0                  |    |    |     |
| South Access/SR 89A       |                   |    |    |    |                    |    |    |     |
| Turning Volume (vph)      |                   |    | 63 |    |                    |    |    |     |
| S <sub>calculated</sub> = |                   |    | 3  |    |                    |    |    |     |
| S <sub>rounded</sub> =    |                   |    | 25 |    |                    |    |    |     |

S - storage in feet, vph - vehicles per hour





It should be noted that free flowing right turn movements are not expected to generate a queue. Section 430, Turn Lane Design of ADOT's *Traffic Guidelines and Processes* specifies a minimum queue length of 85 feet to accommodate one passenger vehicle and one truck when the truck percentage is greater than 10% and a minimum queue length of 50 feet to accommodate two passenger vehicles when the truck percentage is less than 10%.

As shown in **Table 12**, the westbound approach to the intersection of Lincoln Drive/SR 89A is expected to experience a queue of 25 feet, the northbound right turn lane at the intersection of West Access/SR 89A is not expected to generate a queue and the eastbound left turn movement at the intersection of South Access/SR 89A is anticipated to generate a queue of 25 feet in 2030 with the project. These turning movements are not expected to overlap with the adjacent study intersections.

ADOT's *Traffic Engineering Guidelines and Processes*, Section 430 – Turn Lane Design, 2015, was reviewed to determine the necessary turn lane design for the northbound right turn lane at the intersection of West Access/SR 89A. A gap length of 60 feet and a minimum braking distance of 65 feet is required when designing a right turn lane for a speed limit of 45 mph. The minimum total right turn lane length is shown in **Table 13**. Based on an average vehicle length of 25 feet, ADOT requires a minimum queue length of 50 feet for turn lanes.

**Table 13 – ADOT Right Turn Lane Length**

| Intersection              | Queue | Minimum Braking Distance | Gap | Total |
|---------------------------|-------|--------------------------|-----|-------|
| <b>West Access/SR 89A</b> |       |                          |     |       |
| Northbound Right Turn     | 50    | 65                       | 90  | 205   |

All Lengths in Feet, Calculations Based on Posted Speed, Minimum Requirements

The warranted northbound right turn lane at the intersection of West Access/SR 89A needs to be constructed to provide 115 feet of storage with a 90 foot taper to satisfy ADOT's right turn lane requirements. The northbound right turn lane at the intersection of West Access/SR 89A should be maximized within the available space between the West Access and Lincoln Drive/SR 89A intersection.

## **Conclusion**

When fully completed, the proposed project is predicted to generate an additional 3,086 vehicle trips per day (vtpd) on weekdays to the adjacent street system from the new project site. Fifty percent of these new trips (1,543 vehicle trips) will be into the project and fifty percent will be out of the project.

The intersection of Lincoln Drive/SR 89A currently operates at an adequate level of service (LOS) during the weekday AM, MIDDAY and PM peak hours.





The intersection of Lincoln Drive/SR 89A is expected to continue to operate at an adequate LOS during the weekday AM, MIDDAY and PM peak hours in 2027 and 2030 without the project.

All of the study intersections are expected to operate at an adequate LOS during the weekday AM, MIDDAY and PM peak hours in 2027 and 2030 without and with the project.

While an eastbound left turn lane is warranted at the intersection of South Access/Lincoln Drive, the eastbound left turn/through movement is expected operate at a LOS A (with less than 10 seconds of delay) during the weekday AM, MIDDAY and PM peak hours in 2030 with the project, and is not recommended due to the relatively low traffic volumes on westbound Lincoln Drive, as Lincoln Drive ends approximately ¼ mile east of the South Access, and low speed nature of Lincoln Drive.

The westbound approach to the intersection of Lincoln Drive/SR 89A is expected to experience a queue of 25 feet, the northbound right turn lane at the intersection of West Access/SR 89A is not expected to generate a queue and the eastbound left turn movement at the intersection of South Access/SR 89A is anticipated to generate a queue of 25 feet in 2030 with the project. These turning movements are not expected to overlap with the adjacent study intersections.

The warranted northbound right turn lane at the intersection of West Access/SR 89A needs to be constructed to provide 115 feet of storage with a 90 foot taper to satisfy ADOT's right turn lane requirements.

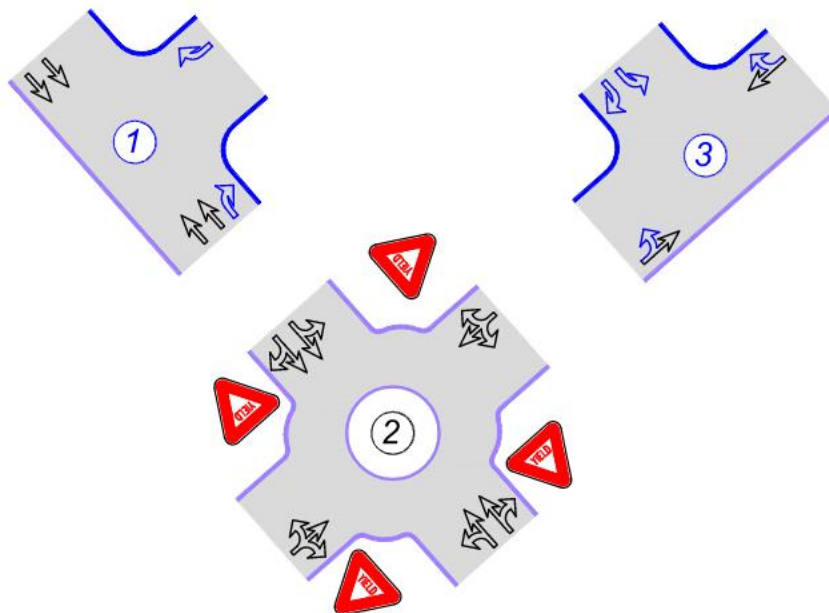
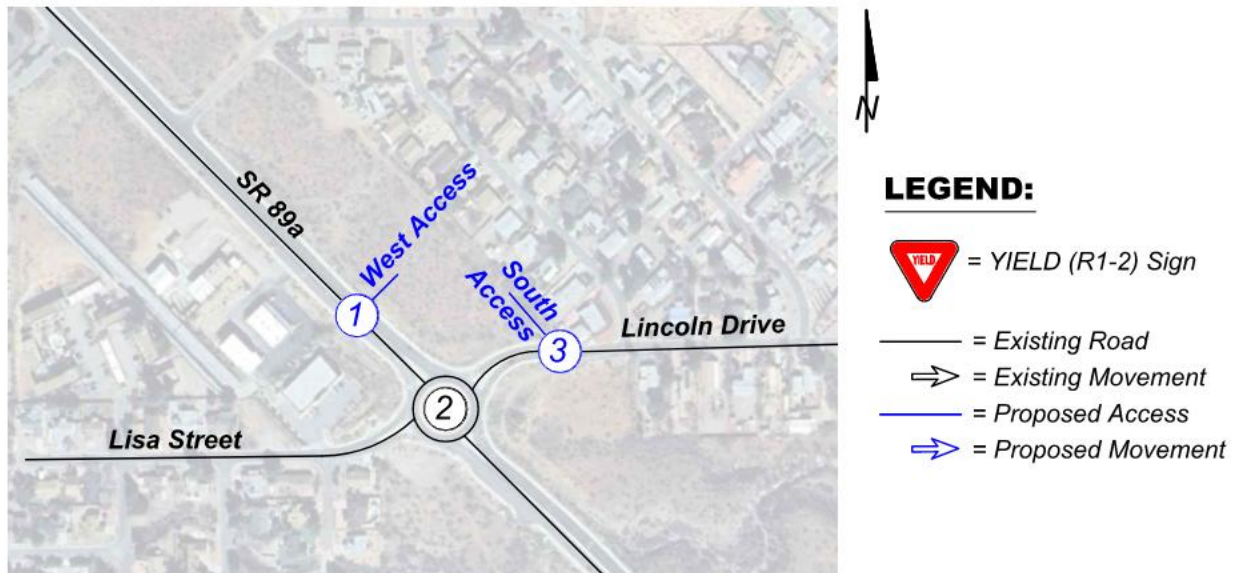
A northbound right turn lane should be constructed at the intersection of West Access/SR 89A and should be maximized with the available space between the West Access and Lincoln Drive/SR 89A intersection.

Proposed lane configurations and traffic control are shown in **Figure 14**.





Figure 14 – Proposed Lane Configurations and Traffic Control







**LINCOLN 89 CIRCLE K  
LINCOLN DRIVE/STATE ROUTE 89A (SR 89A)  
TRAFFIC IMPACT ANALYSIS**

**APPENDIX**

**Traffic Counts**

**Trip Generation Calculations**

**Capacity Calculations**

**Turn Lane Calculations**





**LINCOLN 89 CIRCLE K  
LINCOLN DRIVE/STATE ROUTE 89A (SR 89A)  
TRAFFIC IMPACT ANALYSIS**

**APPENDIX**

**Traffic Counts**





520.316.6745

***TMC SUMMARY OF SR-89A & Lincoln Dr / Lisa St***





**Intersection Turning Movement**  
Prepared by:



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



veracitytrafficgroup

N-S STREET: SR-89A

DATE: 02/27/25

LOCATION: Clarkdale

E-W STREET: Lincoln Dr / Lisa St

DAY: THURSDAY

PROJECT# 25-1100-001

|          | NORTHBOUND |         |           | SOUTHBOUND |         |           | EASTBOUND |         |         | WESTBOUND |         |         |       |
|----------|------------|---------|-----------|------------|---------|-----------|-----------|---------|---------|-----------|---------|---------|-------|
| LANES:   | NL<br>0.5  | NT<br>1 | NR<br>0.5 | SL<br>0.5  | ST<br>1 | SR<br>0.5 | EL<br>0   | ET<br>1 | ER<br>0 | WL<br>0   | WT<br>1 | WR<br>0 | TOTAL |
| 12:00 AM | 1          | 6       | 0         | 0          | 9       | 0         | 0         | 0       | 1       | 0         | 0       | 0       | 17    |
| 12:15 AM | 0          | 6       | 0         | 0          | 2       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 8     |
| 12:30 AM | 0          | 6       | 1         | 0          | 9       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 16    |
| 12:45 AM | 0          | 3       | 0         | 0          | 4       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 7     |
| 1:00 AM  | 0          | 3       | 1         | 0          | 6       | 0         | 0         | 0       | 0       | 0         | 0       | 1       | 11    |
| 1:15 AM  | 0          | 4       | 0         | 0          | 2       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 6     |
| 1:30 AM  | 0          | 2       | 0         | 0          | 1       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 3     |
| 1:45 AM  | 0          | 4       | 0         | 0          | 4       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 8     |
| 2:00 AM  | 1          | 2       | 0         | 0          | 2       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 5     |
| 2:15 AM  | 0          | 6       | 0         | 0          | 1       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 7     |
| 2:30 AM  | 0          | 3       | 0         | 0          | 5       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 8     |
| 2:45 AM  | 0          | 7       | 0         | 0          | 3       | 0         | 0         | 1       | 0       | 0         | 0       | 0       | 11    |
| 3:00 AM  | 0          | 3       | 0         | 0          | 5       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 8     |
| 3:15 AM  | 0          | 2       | 0         | 0          | 3       | 0         | 0         | 0       | 1       | 0         | 0       | 0       | 6     |
| 3:30 AM  | 0          | 4       | 0         | 0          | 6       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 10    |
| 3:45 AM  | 0          | 5       | 0         | 0          | 6       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 11    |
| 4:00 AM  | 0          | 9       | 0         | 0          | 2       | 1         | 0         | 0       | 2       | 0         | 0       | 0       | 14    |
| 4:15 AM  | 0          | 10      | 0         | 0          | 6       | 0         | 0         | 0       | 1       | 0         | 0       | 0       | 17    |
| 4:30 AM  | 0          | 18      | 0         | 0          | 11      | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 29    |
| 4:45 AM  | 1          | 19      | 0         | 0          | 8       | 0         | 0         | 0       | 1       | 0         | 0       | 0       | 29    |
| 5:00 AM  | 1          | 13      | 0         | 0          | 12      | 0         | 1         | 0       | 2       | 1         | 0       | 0       | 30    |
| 5:15 AM  | 1          | 30      | 0         | 0          | 7       | 0         | 1         | 0       | 2       | 6         | 0       | 0       | 47    |
| 5:30 AM  | 1          | 28      | 0         | 0          | 16      | 0         | 1         | 0       | 0       | 0         | 0       | 0       | 46    |
| 5:45 AM  | 0          | 33      | 0         | 0          | 22      | 1         | 1         | 0       | 5       | 4         | 0       | 0       | 66    |
| 6:00 AM  | 1          | 37      | 0         | 0          | 44      | 0         | 1         | 0       | 4       | 4         | 0       | 0       | 91    |
| 6:15 AM  | 3          | 37      | 1         | 0          | 33      | 1         | 1         | 0       | 4       | 3         | 0       | 0       | 83    |
| 6:30 AM  | 1          | 37      | 1         | 0          | 38      | 0         | 3         | 0       | 5       | 9         | 0       | 0       | 94    |
| 6:45 AM  | 2          | 54      | 3         | 0          | 55      | 1         | 1         | 0       | 7       | 3         | 0       | 1       | 129   |
| 7:00 AM  | 2          | 35      | 0         | 0          | 58      | 0         | 2         | 0       | 5       | 8         | 0       | 0       | 110   |
| 7:15 AM  | 1          | 42      | 0         | 2          | 104     | 0         | 1         | 0       | 17      | 10        | 1       | 0       | 178   |
| 7:30 AM  | 0          | 81      | 1         | 1          | 110     | 2         | 5         | 1       | 13      | 10        | 0       | 0       | 224   |
| 7:45 AM  | 5          | 104     | 3         | 0          | 127     | 2         | 8         | 0       | 6       | 5         | 0       | 0       | 260   |
| 8:00 AM  | 3          | 104     | 4         | 1          | 105     | 3         | 5         | 0       | 7       | 7         | 1       | 0       | 240   |
| 8:15 AM  | 6          | 72      | 1         | 0          | 105     | 2         | 3         | 0       | 10      | 6         | 0       | 0       | 205   |
| 8:30 AM  | 9          | 54      | 6         | 1          | 94      | 4         | 3         | 0       | 11      | 3         | 0       | 0       | 185   |
| 8:45 AM  | 12         | 78      | 2         | 0          | 84      | 1         | 2         | 0       | 13      | 3         | 0       | 1       | 196   |
| 9:00 AM  | 8          | 61      | 2         | 0          | 72      | 2         | 3         | 1       | 13      | 4         | 1       | 2       | 169   |
| 9:15 AM  | 14         | 60      | 3         | 1          | 77      | 2         | 3         | 0       | 12      | 7         | 1       | 0       | 180   |
| 9:30 AM  | 10         | 68      | 3         | 1          | 81      | 1         | 3         | 1       | 11      | 6         | 0       | 0       | 185   |
| 9:45 AM  | 4          | 79      | 3         | 2          | 87      | 4         | 0         | 0       | 8       | 3         | 0       | 1       | 193   |
| 10:00 AM | 11         | 87      | 1         | 1          | 65      | 2         | 5         | 0       | 19      | 4         | 0       | 1       | 196   |
| 10:15 AM | 15         | 86      | 5         | 1          | 81      | 6         | 6         | 0       | 3       | 4         | 0       | 1       | 208   |
| 10:30 AM | 14         | 94      | 1         | 1          | 88      | 2         | 2         | 0       | 12      | 4         | 1       | 0       | 219   |
| 10:45 AM | 17         | 96      | 3         | 0          | 83      | 2         | 8         | 1       | 11      | 5         | 0       | 0       | 226   |
| 11:00 AM | 8          | 106     | 3         | 1          | 67      | 4         | 2         | 3       | 12      | 3         | 0       | 0       | 209   |
| 11:15 AM | 7          | 107     | 1         | 2          | 92      | 1         | 2         | 0       | 14      | 3         | 0       | 2       | 231   |
| 11:30 AM | 13         | 100     | 3         | 0          | 84      | 4         | 2         | 0       | 8       | 5         | 0       | 0       | 219   |
| 11:45 AM | 8          | 115     | 2         | 0          | 86      | 6         | 5         | 1       | 8       | 3         | 0       | 1       | 235   |
| 12:00 PM | 13         | 110     | 4         | 0          | 74      | 4         | 5         | 0       | 8       | 4         | 0       | 0       | 222   |
| 12:15 PM | 7          | 99      | 5         | 0          | 98      | 1         | 4         | 0       | 10      | 4         | 0       | 0       | 228   |
| 12:30 PM | 8          | 89      | 2         | 0          | 70      | 4         | 4         | 0       | 7       | 5         | 0       | 0       | 189   |
| 12:45 PM | 16         | 93      | 12        | 0          | 81      | 4         | 5         | 1       | 8       | 5         | 1       | 2       | 228   |
| 1:00 PM  | 14         | 100     | 6         | 1          | 77      | 4         | 12        | 0       | 16      | 8         | 0       | 0       | 234   |
| 1:15 PM  | 12         | 83      | 4         | 0          | 83      | 3         | 4         | 0       | 11      | 1         | 0       | 0       | 201   |
| 1:30 PM  | 10         | 112     | 3         | 0          | 100     | 4         | 7         | 0       | 10      | 4         | 1       | 1       | 252   |
| 1:45 PM  | 8          | 107     | 4         | 1          | 96      | 3         | 6         | 1       | 11      | 6         | 0       | 1       | 244   |
| 2:00 PM  | 15         | 113     | 2         | 2          | 107     | 3         | 5         | 0       | 6       | 1         | 0       | 0       | 254   |
| 2:15 PM  | 8          | 120     | 1         | 1          | 85      | 0         | 2         | 0       | 6       | 4         | 0       | 0       | 227   |
| 2:30 PM  | 21         | 105     | 6         | 1          | 165     | 8         | 9         | 0       | 9       | 1         | 2       | 0       | 327   |
| 2:45 PM  | 17         | 91      | 5         | 0          | 105     | 5         | 11        | 2       | 17      | 5         | 0       | 0       | 258   |
| 3:00 PM  | 13         | 102     | 9         | 2          | 113     | 4         | 5         | 0       | 6       | 2         | 1       | 0       | 257   |
| 3:15 PM  | 13         | 79      | 8         | 1          | 126     | 6         | 3         | 1       | 10      | 3         | 1       | 0       | 251   |
| 3:30 PM  | 13         | 102     | 5         | 1          | 126     | 5         | 6         | 0       | 17      | 3         | 1       | 0       | 276   |
| 3:45 PM  | 22         | 84      | 2         | 1          | 122     | 6         | 3         | 1       | 12      | 2         | 1       | 0       | 259   |
| 4:00 PM  | 22         | 117     | 8         | 2          | 140     | 4         | 1         | 1       | 17      | 1         | 0       | 0       | 318   |
| 4:15 PM  | 16         | 93      | 3         | 0          | 105     | 0         | 6         | 0       | 7       | 3         | 0       | 0       | 233   |
| 4:30 PM  | 20         | 85      | 4         | 1          | 105     | 3         | 1         | 0       | 8       | 2         | 0       | 0       | 229   |
| 4:45 PM  | 16         | 93      | 4         | 2          | 99      | 5         | 3         | 1       | 6       | 8         | 0       | 0       | 237   |
| 5:00 PM  | 17         | 94      | 6         | 1          | 110     | 4         | 2         | 1       | 9       | 4         | 1       | 0       | 249   |
| 5:15 PM  | 23         | 88      | 1         | 0          | 92      | 2         | 5         | 0       | 16      | 5         | 0       | 1       | 233   |
| 5:30 PM  | 8          | 80      | 8         | 1          | 78      | 7         | 2         | 0       | 9       | 3         | 0       | 0       | 196   |
| 5:45 PM  | 17         | 74      | 5         | 0          | 76      | 1         | 6         | 0       | 16      | 3         | 1       | 0       | 199   |
| 6:00 PM  | 11         | 62      | 3         | 2          | 56      | 2         | 5         | 2       | 10      | 4         | 0       | 0       | 157   |
| 6:15 PM  | 11         | 64      | 8         | 0          | 54      | 1         | 0         | 0       | 7       | 3         | 0       | 1       | 149   |
| 6:30 PM  | 6          | 45      | 3         | 2          | 54      | 6         | 4         | 0       | 5       | 4         | 0       | 0       | 129   |
| 6:45 PM  | 12         | 55      | 4         | 2          | 33      | 2         | 3         | 0       | 8       | 3         | 0       | 0       | 122   |
| 7:00 PM  | 9          | 49      | 7         | 0          | 32      | 2         | 6         | 0       | 9       | 2         | 0       | 0       | 116   |
| 7:15 PM  | 8          | 42      | 3         | 0          | 21      | 3         | 4         | 0       | 2       | 6         | 0       | 0       | 89    |
| 7:30 PM  | 9          | 46      | 1         | 2          | 29      | 1         | 4         | 0       | 0       | 0         | 0       | 0       | 92    |
| 7:45 PM  | 3          | 45      | 3         | 0          | 17      | 2         | 0         | 0       | 3       | 1         | 0       | 1       | 75    |
| 8:00 PM  | 7          | 31      | 2         | 0          | 35      | 2         | 2         | 0       | 1       | 0         | 0       | 0       | 80    |
| 8:15 PM  | 3          | 39      | 4         | 0          | 22      | 1         | 9         | 0       | 5       | 2         | 0       | 0       | 85    |
| 8:30 PM  | 9          | 23      | 2         | 0          | 27      | 1         | 4         | 0       | 4       | 1         | 0       | 0       | 71    |
| 8:45 PM  | 4          | 20      | 2         | 0          | 19      | 2         | 2         | 0       | 2       | 1         | 0       | 0       | 52    |
| 9:00 PM  | 5          | 15      | 2         | 1          | 22      | 2         | 0         | 1       | 3       | 0         | 0       | 0       | 51    |
| 9:15 PM  | 0          | 26      | 3         | 2          | 16      | 0         | 0         | 0       | 3       | 1         | 0       | 1       | 52    |
| 9:30 PM  | 2          | 15      | 2         | 0          | 15      | 3         | 0         | 0       | 3       | 0         | 0       | 0       | 40    |
| 9:45 PM  | 5          | 16      | 0         | 0          | 11      | 0         | 0         | 0       | 3       | 1         | 0       | 0       | 36    |
| 10:00 PM | 1          | 17      | 0         | 0          | 10      | 0         | 0         | 0       | 1       | 0         | 0       | 0       | 29    |
| 10:15 PM | 2          | 12      | 0         | 0          | 10      | 0         | 0         | 0       | 0       | 1         | 0       | 0       | 25    |
| 10:30 PM | 3          | 13      | 1         | 0          | 7       | 1         | 0         | 0       | 1       | 3         | 0       | 0       | 29    |
| 10:45 PM | 3          | 7       | 1         | 0          | 8       | 0         | 0         | 0       | 2       | 1         | 0       | 0       | 22    |
| 11:00 PM | 3          | 11      | 1         | 0          | 6       | 0         | 1         | 0       | 1       | 0         | 0       | 0       | 23    |
| 11:15 PM | 0          | 15      | 0         | 0          | 3       | 0         | 0         | 0       | 1       | 0         | 0       | 0       | 19    |
| 11:30 PM | 0          | 7       | 0         | 0          | 3       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 10    |
| 11:45 PM | 1          | 15      | 0         | 0          | 5       | 0         | 0         | 0       | 0       | 0         | 0       | 0       | 21    |

| TOTAL      | NL    | NT    | NR   | SL   | ST    | SR   | EL    | ET   | ER    | WL    | WT   | WR   | TOTAL |
|------------|-------|-------|------|------|-------|------|-------|------|-------|-------|------|------|-------|
| Volumes    | 646   | 5023  | 220  | 43   | 5020  | 175  | 250   | 21   | 574   | 254   | 15   | 19   | 12260 |
| Approach % | 10.97 | 85.29 | 3.74 | 0.82 | 95.84 | 3.34 | 29.59 | 2.49 | 67.93 | 88.19 | 5.21 | 6.60 |       |
| App/Depart | 5889  | /     | 5292 | 5238 | /     | 5848 | 845   | /    | 284   | 288   | /    | 836  |       |

Peak Hr Begins at: 315 PM

|            |       |       |      |      |       |      |       |      |       |       |       |      |      |
|------------|-------|-------|------|------|-------|------|-------|------|-------|-------|-------|------|------|
| PEAK       |       |       |      |      |       |      |       |      |       |       |       |      |      |
| Volumes    | 70    | 382   | 23   | 5    | 514   | 21   | 18    | 3    | 56    | 9     | 3     | 0    | 1104 |
| Approach % | 14.74 | 80.42 | 4.84 | 0.93 | 95.19 | 3.89 | 23.38 | 3.90 | 72.73 | 75.00 | 25.00 | 0.00 |      |

|          |  |       |  |  |       |  |  |       |  |  |       |  |       |
|----------|--|-------|--|--|-------|--|--|-------|--|--|-------|--|-------|
| PEAK HR. |  |       |  |  |       |  |  |       |  |  |       |  |       |
| FACTOR:  |  | 0.808 |  |  | 0.925 |  |  | 0.802 |  |  | 0.750 |  | 0.868 |

CONTROL: Round a bout

COMMENT 1:

GPS: 34.754675, -112.054248



### Pedestrian & Bicycle Study

N-S STREET: SR-89A  
E-W STREET: Lincoln Dr / Lisa St

Date: 02/27/25  
Day: THURSDAY

City: Clarkdale  
Project #: 25-1100-001

|              | PEDESTRIANS |          |          |          |              | BICYCLES |          |          |          |
|--------------|-------------|----------|----------|----------|--------------|----------|----------|----------|----------|
|              | N-LEG       | S-LEG    | E-LEG    | W-LEG    |              | N-LEG    | S-LEG    | E-LEG    | W-LEG    |
| 12:00 AM     | 0           | 0        | 0        | 0        | 12:00 AM     | 0        | 0        | 0        | 0        |
| 12:15 AM     | 0           | 0        | 0        | 0        | 12:15 AM     | 0        | 0        | 0        | 0        |
| 12:30 AM     | 0           | 0        | 0        | 0        | 12:30 AM     | 0        | 0        | 0        | 0        |
| 12:45 AM     | 0           | 0        | 0        | 0        | 12:45 AM     | 0        | 0        | 0        | 0        |
| 1:00 AM      | 0           | 0        | 0        | 0        | 1:00 AM      | 0        | 0        | 0        | 0        |
| 1:15 AM      | 0           | 0        | 0        | 0        | 1:15 AM      | 0        | 0        | 0        | 0        |
| 1:30 AM      | 0           | 0        | 0        | 0        | 1:30 AM      | 0        | 0        | 0        | 0        |
| 1:45 AM      | 0           | 0        | 0        | 0        | 1:45 AM      | 0        | 0        | 0        | 0        |
| 2:00 AM      | 0           | 0        | 0        | 0        | 2:00 AM      | 0        | 0        | 0        | 0        |
| 2:15 AM      | 0           | 0        | 0        | 0        | 2:15 AM      | 0        | 0        | 0        | 0        |
| 2:30 AM      | 0           | 0        | 0        | 0        | 2:30 AM      | 0        | 0        | 0        | 0        |
| 2:45 AM      | 0           | 0        | 0        | 0        | 2:45 AM      | 0        | 0        | 0        | 0        |
| 3:00 AM      | 0           | 0        | 0        | 0        | 3:00 AM      | 0        | 0        | 0        | 0        |
| 3:15 AM      | 0           | 0        | 0        | 0        | 3:15 AM      | 0        | 0        | 0        | 0        |
| 3:30 AM      | 0           | 0        | 0        | 0        | 3:30 AM      | 0        | 0        | 0        | 0        |
| 3:45 AM      | 0           | 0        | 0        | 0        | 3:45 AM      | 0        | 0        | 0        | 0        |
| 4:00 AM      | 0           | 0        | 0        | 0        | 4:00 AM      | 0        | 0        | 0        | 0        |
| 4:15 AM      | 0           | 0        | 0        | 0        | 4:15 AM      | 0        | 0        | 0        | 0        |
| 4:30 AM      | 0           | 0        | 0        | 0        | 4:30 AM      | 0        | 0        | 0        | 0        |
| 4:45 AM      | 0           | 0        | 0        | 0        | 4:45 AM      | 0        | 0        | 0        | 0        |
| 5:00 AM      | 0           | 0        | 0        | 0        | 5:00 AM      | 0        | 0        | 0        | 0        |
| 5:15 AM      | 0           | 0        | 0        | 0        | 5:15 AM      | 0        | 0        | 0        | 0        |
| 5:30 AM      | 0           | 0        | 0        | 0        | 5:30 AM      | 0        | 0        | 0        | 0        |
| 5:45 AM      | 0           | 0        | 0        | 0        | 5:45 AM      | 0        | 0        | 0        | 0        |
| 6:00 AM      | 0           | 0        | 0        | 0        | 6:00 AM      | 0        | 0        | 0        | 0        |
| 6:15 AM      | 0           | 0        | 0        | 0        | 6:15 AM      | 0        | 0        | 0        | 0        |
| 6:30 AM      | 0           | 0        | 0        | 0        | 6:30 AM      | 0        | 0        | 0        | 0        |
| 6:45 AM      | 0           | 0        | 0        | 0        | 6:45 AM      | 0        | 0        | 0        | 0        |
| 7:00 AM      | 0           | 0        | 0        | 0        | 7:00 AM      | 0        | 0        | 0        | 0        |
| 7:15 AM      | 0           | 0        | 0        | 1        | 7:15 AM      | 0        | 0        | 0        | 0        |
| 7:30 AM      | 0           | 0        | 0        | 0        | 7:30 AM      | 0        | 0        | 0        | 0        |
| 7:45 AM      | 1           | 0        | 0        | 0        | 7:45 AM      | 0        | 0        | 0        | 0        |
| 8:00 AM      | 0           | 0        | 0        | 0        | 8:00 AM      | 0        | 0        | 0        | 0        |
| 8:15 AM      | 0           | 1        | 0        | 0        | 8:15 AM      | 0        | 0        | 0        | 0        |
| 8:30 AM      | 0           | 0        | 0        | 0        | 8:30 AM      | 0        | 0        | 0        | 0        |
| 8:45 AM      | 0           | 0        | 0        | 0        | 8:45 AM      | 0        | 0        | 0        | 0        |
| 9:00 AM      | 0           | 0        | 0        | 0        | 9:00 AM      | 0        | 0        | 0        | 0        |
| 9:15 AM      | 1           | 0        | 0        | 0        | 9:15 AM      | 0        | 0        | 0        | 0        |
| 9:30 AM      | 0           | 0        | 0        | 0        | 9:30 AM      | 0        | 0        | 0        | 0        |
| 9:45 AM      | 0           | 0        | 0        | 0        | 9:45 AM      | 0        | 0        | 0        | 0        |
| 10:00 AM     | 0           | 0        | 0        | 0        | 10:00 AM     | 0        | 0        | 0        | 0        |
| 10:15 AM     | 0           | 0        | 0        | 0        | 10:15 AM     | 0        | 0        | 0        | 0        |
| 10:30 AM     | 1           | 0        | 0        | 0        | 10:30 AM     | 0        | 0        | 0        | 0        |
| 10:45 AM     | 0           | 0        | 0        | 0        | 10:45 AM     | 0        | 0        | 0        | 0        |
| 11:00 AM     | 0           | 0        | 0        | 0        | 11:00 AM     | 0        | 0        | 0        | 0        |
| 11:15 AM     | 0           | 0        | 0        | 0        | 11:15 AM     | 0        | 0        | 0        | 0        |
| 11:30 AM     | 0           | 0        | 0        | 0        | 11:30 AM     | 0        | 0        | 0        | 0        |
| 11:45 AM     | 0           | 0        | 0        | 0        | 11:45 AM     | 0        | 0        | 0        | 0        |
| 12:00 PM     | 0           | 0        | 0        | 0        | 12:00 PM     | 0        | 0        | 0        | 0        |
| 12:15 PM     | 0           | 0        | 0        | 0        | 12:15 PM     | 0        | 0        | 0        | 0        |
| 12:30 PM     | 0           | 0        | 0        | 0        | 12:30 PM     | 0        | 0        | 0        | 0        |
| 12:45 PM     | 0           | 0        | 0        | 0        | 12:45 PM     | 0        | 0        | 0        | 0        |
| 1:00 PM      | 1           | 0        | 0        | 0        | 1:00 PM      | 0        | 0        | 0        | 0        |
| 1:15 PM      | 0           | 0        | 0        | 0        | 1:15 PM      | 0        | 0        | 0        | 0        |
| 1:30 PM      | 0           | 0        | 0        | 0        | 1:30 PM      | 0        | 0        | 0        | 0        |
| 1:45 PM      | 0           | 0        | 0        | 0        | 1:45 PM      | 0        | 0        | 1        | 0        |
| 2:00 PM      | 0           | 0        | 0        | 0        | 2:00 PM      | 0        | 0        | 0        | 0        |
| 2:15 PM      | 0           | 0        | 0        | 0        | 2:15 PM      | 0        | 0        | 0        | 0        |
| 2:30 PM      | 0           | 0        | 0        | 0        | 2:30 PM      | 0        | 0        | 0        | 0        |
| 2:45 PM      | 0           | 0        | 0        | 0        | 2:45 PM      | 0        | 0        | 0        | 0        |
| 3:00 PM      | 0           | 0        | 0        | 0        | 3:00 PM      | 0        | 0        | 0        | 0        |
| 3:15 PM      | 0           | 0        | 0        | 0        | 3:15 PM      | 0        | 0        | 0        | 0        |
| 3:30 PM      | 0           | 0        | 0        | 0        | 3:30 PM      | 0        | 0        | 0        | 1        |
| 3:45 PM      | 0           | 0        | 0        | 0        | 3:45 PM      | 0        | 0        | 0        | 0        |
| 4:00 PM      | 0           | 0        | 0        | 0        | 4:00 PM      | 0        | 0        | 0        | 0        |
| 4:15 PM      | 0           | 0        | 0        | 0        | 4:15 PM      | 0        | 0        | 0        | 1        |
| 4:30 PM      | 0           | 0        | 0        | 0        | 4:30 PM      | 0        | 0        | 1        | 0        |
| 4:45 PM      | 0           | 0        | 1        | 0        | 4:45 PM      | 0        | 0        | 0        | 0        |
| 5:00 PM      | 0           | 0        | 0        | 0        | 5:00 PM      | 0        | 0        | 0        | 0        |
| 5:15 PM      | 0           | 0        | 0        | 0        | 5:15 PM      | 0        | 0        | 0        | 0        |
| 5:30 PM      | 0           | 0        | 0        | 0        | 5:30 PM      | 0        | 0        | 0        | 0        |
| 5:45 PM      | 0           | 0        | 0        | 0        | 5:45 PM      | 0        | 0        | 0        | 0        |
| 6:00 PM      | 0           | 0        | 0        | 0        | 6:00 PM      | 0        | 0        | 0        | 0        |
| 6:15 PM      | 0           | 0        | 0        | 0        | 6:15 PM      | 0        | 0        | 0        | 0        |
| 6:30 PM      | 0           | 0        | 0        | 0        | 6:30 PM      | 0        | 0        | 0        | 0        |
| 6:45 PM      | 0           | 0        | 0        | 0        | 6:45 PM      | 0        | 0        | 0        | 0        |
| 7:00 PM      | 0           | 0        | 0        | 0        | 7:00 PM      | 0        | 0        | 0        | 0        |
| 7:15 PM      | 0           | 0        | 0        | 0        | 7:15 PM      | 0        | 0        | 0        | 0        |
| 7:30 PM      | 0           | 0        | 0        | 0        | 7:30 PM      | 0        | 0        | 0        | 0        |
| 7:45 PM      | 1           | 0        | 0        | 0        | 7:45 PM      | 0        | 0        | 0        | 0        |
| 8:00 PM      | 0           | 0        | 0        | 0        | 8:00 PM      | 0        | 0        | 0        | 0        |
| 8:15 PM      | 0           | 0        | 0        | 0        | 8:15 PM      | 0        | 0        | 0        | 0        |
| 8:30 PM      | 0           | 0        | 0        | 0        | 8:30 PM      | 0        | 0        | 0        | 0        |
| 8:45 PM      | 0           | 0        | 0        | 0        | 8:45 PM      | 0        | 0        | 0        | 0        |
| 9:00 PM      | 0           | 0        | 0        | 0        | 9:00 PM      | 0        | 0        | 0        | 0        |
| 9:15 PM      | 0           | 0        | 0        | 0        | 9:15 PM      | 0        | 0        | 0        | 0        |
| 9:30 PM      | 0           | 0        | 0        | 0        | 9:30 PM      | 0        | 0        | 0        | 0        |
| 9:45 PM      | 0           | 0        | 0        | 0        | 9:45 PM      | 0        | 0        | 0        | 0        |
| 10:00 PM     | 0           | 0        | 0        | 0        | 10:00 PM     | 0        | 0        | 0        | 0        |
| 10:15 PM     | 0           | 0        | 0        | 0        | 10:15 PM     | 0        | 0        | 0        | 0        |
| 10:30 PM     | 0           | 0        | 0        | 0        | 10:30 PM     | 0        | 0        | 0        | 0        |
| 10:45 PM     | 0           | 0        | 0        | 0        | 10:45 PM     | 0        | 0        | 0        | 0        |
| 11:00 PM     | 0           | 0        | 0        | 0        | 11:00 PM     | 0        | 0        | 0        | 0        |
| 11:15 PM     | 0           | 0        | 0        | 0        | 11:15 PM     | 0        | 0        | 0        | 0        |
| 11:30 PM     | 0           | 0        | 0        | 0        | 11:30 PM     | 0        | 0        | 0        | 0        |
| 11:45 PM     | 0           | 0        | 0        | 0        | 11:45 PM     | 0        | 0        | 0        | 0        |
| <b>TOTAL</b> | <b>5</b>    | <b>1</b> | <b>1</b> | <b>1</b> | <b>TOTAL</b> | <b>0</b> | <b>0</b> | <b>2</b> | <b>2</b> |



# Intersection Turning Movement Prepared by:



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745

**Project #:** 25-1100-001

## **TMC SUMMARY OF SR-89A & Lincoln Dr / Lisa St**

**SR-89A**

Lincoln Dr / Lisa St

| APPROACH LANES |    |      |    |
|----------------|----|------|----|
| TOTAL          | 46 | 1423 | 11 |
| PM             | 21 | 514  | 5  |
| MD             | 16 | 462  | 4  |
| AM             | 9  | 447  | 2  |

**N**

Lincoln Dr / Lisa St

**APPROACH LANES**

| TOTAL | AM | MD | PM |
|-------|----|----|----|
| 66    | 21 | 27 | 18 |
| 6     | 1  | 2  | 3  |
| 130   | 36 | 38 | 56 |

**CONTROL**

Signal

**APPROACH LANES**

| AM | MD | PM | TOTAL |
|----|----|----|-------|
| 0  | 0  | 0  | 0     |
| 1  | 2  | 3  | 6     |
| 28 | 11 | 9  | 48    |

**SR-89A**

| TOTAL | AM  | MD  | PM  |
|-------|-----|-----|-----|
| 145   | 14  | 61  | 70  |
| 1172  | 361 | 429 | 382 |
| 46    | 9   | 14  | 23  |

**APPROACH LANES**

**LOCATION #:** 25-1100-001

**TURNING MOVEMENT COUNT**

**SR-89A & Lincoln Dr / Lisa St**  
(Intersection Name)

THURSDAY      02/27/25  
Day                      Date

| COUNT PERIODS |                 |
|---------------|-----------------|
| <b>AM</b>     | 630AM - 830AM   |
| <b>MIDDAY</b> | 1045AM - 1245PM |
| <b>PM</b>     | 330PM - 530PM   |

AM PEAK HOUR

730 AM

MIDDAY PEAK HOUR

200 PM

PM PEAK HOUR

315 PM



# Intersection Turning Movement

Prepared by:



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



veracitytrafficgroup

N-S STREET: SR-89A

DATE: 02/27/25

LOCATION: Clarkdale

E-W STREET: Lincoln Dr / Lisa St

DAY: THURSDAY

PROJECT# 25-1100-001

|          | NORTHBOUND |         |         | SOUTHBOUND |         |         | EASTBOUND |         |         | WESTBOUND |         |         |       |
|----------|------------|---------|---------|------------|---------|---------|-----------|---------|---------|-----------|---------|---------|-------|
| LANES:   | NL<br>0    | NT<br>1 | NR<br>0 | SL<br>0    | ST<br>1 | SR<br>0 | EL<br>0   | ET<br>1 | ER<br>0 | WL<br>0   | WT<br>1 | WR<br>0 | TOTAL |
| 6:00 AM  | 1          | 37      | 0       | 0          | 44      | 0       | 1         | 0       | 4       | 4         | 0       | 0       | 91    |
| 6:15 AM  | 3          | 37      | 1       | 0          | 33      | 1       | 1         | 0       | 4       | 3         | 0       | 0       | 83    |
| 6:30 AM  | 1          | 37      | 1       | 0          | 38      | 0       | 3         | 0       | 5       | 9         | 0       | 0       | 94    |
| 6:45 AM  | 2          | 54      | 3       | 0          | 55      | 1       | 3         | 0       | 7       | 3         | 0       | 1       | 129   |
| 7:00 AM  | 2          | 35      | 0       | 0          | 58      | 0       | 2         | 0       | 5       | 8         | 0       | 0       | 110   |
| 7:15 AM  | 1          | 42      | 0       | 2          | 104     | 0       | 1         | 0       | 17      | 10        | 1       | 0       | 178   |
| 7:30 AM  | 0          | 81      | 1       | 1          | 110     | 2       | 5         | 1       | 13      | 10        | 0       | 0       | 224   |
| 7:45 AM  | 5          | 104     | 3       | 0          | 127     | 2       | 8         | 0       | 6       | 5         | 0       | 0       | 260   |
| 8:00 AM  | 3          | 104     | 4       | 1          | 105     | 3       | 5         | 0       | 7       | 7         | 1       | 0       | 240   |
| 8:15 AM  | 6          | 72      | 1       | 0          | 105     | 2       | 3         | 0       | 10      | 6         | 0       | 0       | 205   |
| 8:30 AM  | 9          | 54      | 6       | 1          | 94      | 4       | 3         | 0       | 11      | 3         | 0       | 0       | 185   |
| 8:45 AM  | 12         | 78      | 2       | 0          | 84      | 1       | 2         | 0       | 13      | 3         | 0       | 1       | 196   |
| 9:00 AM  | 8          | 61      | 2       | 0          | 72      | 2       | 3         | 1       | 13      | 4         | 1       | 2       | 169   |
| 9:15 AM  | 14         | 60      | 3       | 1          | 77      | 2       | 3         | 0       | 12      | 7         | 1       | 0       | 180   |
| 9:30 AM  | 10         | 68      | 3       | 1          | 81      | 1       | 3         | 1       | 11      | 6         | 0       | 0       | 185   |
| 9:45 AM  | 4          | 79      | 3       | 2          | 87      | 4       | 2         | 0       | 8       | 3         | 0       | 1       | 193   |
| 10:00 AM |            |         |         |            |         |         |           |         |         |           |         |         |       |
| 10:15 AM |            |         |         |            |         |         |           |         |         |           |         |         |       |
| 10:30 AM |            |         |         |            |         |         |           |         |         |           |         |         |       |
| 10:45 AM |            |         |         |            |         |         |           |         |         |           |         |         |       |
| 11:00 AM |            |         |         |            |         |         |           |         |         |           |         |         |       |
| 11:15 AM |            |         |         |            |         |         |           |         |         |           |         |         |       |
| 11:30 AM |            |         |         |            |         |         |           |         |         |           |         |         |       |
| 11:45 AM |            |         |         |            |         |         |           |         |         |           |         |         |       |

| TOTAL      | NL   | NT    | NR   | SL   | ST    | SR   | EL    | ET   | ER    | WL    | WT   | WR   | TOTAL |
|------------|------|-------|------|------|-------|------|-------|------|-------|-------|------|------|-------|
| Volumes    | 81   | 1003  | 33   | 9    | 1274  | 25   | 48    | 3    | 146   | 91    | 4    | 5    | 2722  |
| Approach % | 7.25 | 89.79 | 2.95 | 0.69 | 97.40 | 1.91 | 24.37 | 1.52 | 74.11 | 91.00 | 4.00 | 5.00 |       |
| App/Depart | 1117 | /     | 1056 | 1308 | /     | 1511 | 197   | /    | 45    | 100   | /    | 110  |       |

AM Peak Hr Begins at: 730 AM

PEAK

|            |      |       |      |      |       |      |       |      |       |       |      |      |     |
|------------|------|-------|------|------|-------|------|-------|------|-------|-------|------|------|-----|
| Volumes    | 14   | 361   | 9    | 2    | 447   | 9    | 21    | 1    | 36    | 28    | 1    | 0    | 929 |
| Approach % | 3.65 | 94.01 | 2.34 | 0.44 | 97.60 | 1.97 | 36.21 | 1.72 | 62.07 | 96.55 | 3.45 | 0.00 |     |

PEAK HR.

|         |       |       |       |       |       |
|---------|-------|-------|-------|-------|-------|
| FACTOR: | 0.857 | 0.888 | 0.763 | 0.725 | 0.893 |
|---------|-------|-------|-------|-------|-------|

CONTROL: 2-Way Stop (NB & SB)

COMMENT 1:

GPS: 34.513356, -110.077412



**Intersection Turning Movement**  
**Prepared by:**



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



veracitytrafficgroup

N-S STREET: SR-87 Northbound

DATE: 05/24/23

LOCATION: Rye

E-W STREET: Gisela Rd

DAY: WEDNESDAY

PROJECT# 23-1306-001

|          | NORTHBOUND |     |    | SOUTHBOUND |     |     | EASTBOUND |    |    | WESTBOUND |    |    |       |
|----------|------------|-----|----|------------|-----|-----|-----------|----|----|-----------|----|----|-------|
| LANES:   | NL         | NT  | NR | SL         | ST  | SR  | EL        | ET | ER | WL        | WT | WR | TOTAL |
|          | 0          | 0   | 0  | 1.3        | 0.3 | 1.3 | 0         | 3  | 1  | 1         | 2  | 0  |       |
| 10:00 AM |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 10:15 AM |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 10:30 AM |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 10:45 AM |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 11:00 AM | 8          | 106 | 3  | 1          | 67  | 4   | 2         | 3  | 12 | 3         | 0  | 0  | 209   |
| 11:15 AM | 7          | 107 | 1  | 2          | 92  | 1   | 2         | 0  | 14 | 3         | 0  | 2  | 231   |
| 11:30 AM | 13         | 100 | 3  | 0          | 84  | 4   | 2         | 0  | 8  | 5         | 0  | 0  | 219   |
| 11:45 AM | 8          | 115 | 2  | 0          | 86  | 6   | 5         | 1  | 8  | 3         | 0  | 1  | 235   |
| 12:00 PM | 13         | 110 | 4  | 0          | 74  | 4   | 5         | 0  | 8  | 4         | 0  | 0  | 222   |
| 12:15 PM | 7          | 99  | 5  | 0          | 98  | 1   | 4         | 0  | 10 | 4         | 0  | 0  | 228   |
| 12:30 PM | 8          | 89  | 2  | 0          | 70  | 4   | 4         | 0  | 7  | 5         | 0  | 0  | 189   |
| 12:45 PM | 16         | 93  | 12 | 0          | 81  | 4   | 5         | 1  | 8  | 5         | 1  | 2  | 228   |
| 1:00 PM  | 14         | 100 | 3  | 0          | 77  | 4   | 12        | 0  | 16 | 8         | 0  | 0  | 234   |
| 1:15 PM  | 12         | 83  | 4  | 0          | 83  | 3   | 4         | 0  | 11 | 1         | 0  | 0  | 201   |
| 1:30 PM  | 10         | 112 | 3  | 0          | 100 | 4   | 7         | 0  | 10 | 4         | 1  | 1  | 252   |
| 1:45 PM  | 8          | 107 | 4  | 1          | 96  | 3   | 6         | 1  | 11 | 6         | 0  | 1  | 244   |
| 2:00 PM  | 15         | 113 | 2  | 2          | 107 | 3   | 5         | 0  | 6  | 1         | 0  | 0  | 254   |
| 2:15 PM  | 8          | 120 | 1  | 1          | 85  | 0   | 2         | 0  | 6  | 4         | 0  | 0  | 227   |
| 2:30 PM  | 21         | 105 | 6  | 1          | 165 | 8   | 9         | 0  | 9  | 1         | 2  | 0  | 327   |
| 2:45 PM  | 17         | 91  | 5  | 0          | 105 | 5   | 11        | 2  | 17 | 5         | 0  | 0  | 258   |
| 3:00 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 3:15 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 3:30 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 3:45 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 4:00 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 4:15 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 4:30 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 4:45 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 5:00 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 5:15 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 5:30 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 5:45 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 6:00 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 6:15 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 6:30 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |
| 6:45 PM  |            |     |    |            |     |     |           |    |    |           |    |    |       |

| TOTAL      | NL   | NT    | NR   | SL   | ST    | SR   | EL    | ET   | ER    | WL    | WT   | WR   | TOTAL |
|------------|------|-------|------|------|-------|------|-------|------|-------|-------|------|------|-------|
| Volumes    | 185  | 1650  | 60   | 8    | 1470  | 58   | 85    | 8    | 161   | 62    | 4    | 7    | 3758  |
| Approach % | 9.76 | 87.07 | 3.17 | 0.52 | 95.70 | 3.78 | 33.46 | 3.15 | 63.39 | 84.93 | 5.48 | 9.59 |       |
| App/Depart | 1895 | /     | 1742 | 1536 | /     | 1693 | 254   | /    | 76    | 73    | /    | 247  |       |

AM Peak Hr Begins at: 200 PM

**PEAK**

|            |       |       |      |      |       |      |       |      |       |       |       |      |      |
|------------|-------|-------|------|------|-------|------|-------|------|-------|-------|-------|------|------|
| Volumes    | 61    | 429   | 14   | 4    | 462   | 16   | 27    | 2    | 38    | 11    | 2     | 0    | 1066 |
| Approach % | 12.10 | 85.12 | 2.78 | 0.83 | 95.85 | 3.32 | 40.30 | 2.99 | 56.72 | 84.62 | 15.38 | 0.00 |      |

**PEAK HR.**

|         |       |       |       |       |       |
|---------|-------|-------|-------|-------|-------|
| FACTOR: | 0.955 | 0.693 | 0.558 | 0.650 | 0.815 |
|---------|-------|-------|-------|-------|-------|

CONTROL: Signal

COMMENT 1:

GPS: 34.513356, -110.077412



# Intersection Turning Movement



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



veracitytrafficgroup

N-S STREET: SR-87 Northbound

DATE: 05/24/23

LOCATION: Rye

E-W STREET: Gisela Rd

DAY: WEDNESDAY

PROJECT# 23-1306-001

|        | NORTHBOUND |    |    | SOUTHBOUND |    |    | EASTBOUND |    |    | WESTBOUND |    |    |       |
|--------|------------|----|----|------------|----|----|-----------|----|----|-----------|----|----|-------|
| LANES: | NL         | NT | NR | SL         | ST | SR | EL        | ET | ER | WL        | WT | WR | TOTAL |
|        | 0          | 1  | 0  | 0          | 1  | 0  | 0         | 1  | 0  | 0         | 1  | 0  |       |

|         |    |     |   |   |     |   |   |   |    |   |   |   |     |
|---------|----|-----|---|---|-----|---|---|---|----|---|---|---|-----|
| 1:00 PM |    |     |   |   |     |   |   |   |    |   |   |   |     |
| 1:15 PM |    |     |   |   |     |   |   |   |    |   |   |   |     |
| 1:30 PM |    |     |   |   |     |   |   |   |    |   |   |   |     |
| 1:45 PM |    |     |   |   |     |   |   |   |    |   |   |   |     |
| 2:00 PM |    |     |   |   |     |   |   |   |    |   |   |   |     |
| 2:15 PM |    |     |   |   |     |   |   |   |    |   |   |   |     |
| 2:30 PM |    |     |   |   |     |   |   |   |    |   |   |   |     |
| 2:45 PM |    |     |   |   |     |   |   |   |    |   |   |   |     |
| 3:00 PM | 13 | 102 | 9 | 2 | 113 | 4 | 5 | 0 | 6  | 2 | 1 | 0 | 257 |
| 3:15 PM | 13 | 79  | 8 | 1 | 126 | 6 | 3 | 1 | 10 | 3 | 1 | 0 | 251 |
| 3:30 PM | 13 | 102 | 5 | 1 | 126 | 5 | 6 | 0 | 17 | 3 | 1 | 0 | 279 |
| 3:45 PM | 22 | 84  | 2 | 1 | 122 | 6 | 3 | 1 | 12 | 2 | 1 | 0 | 256 |
| 4:00 PM | 22 | 117 | 8 | 2 | 140 | 4 | 6 | 1 | 17 | 1 | 0 | 0 | 318 |
| 4:15 PM | 16 | 93  | 3 | 0 | 105 | 0 | 6 | 0 | 7  | 3 | 0 | 0 | 233 |
| 4:30 PM | 20 | 85  | 4 | 1 | 105 | 3 | 1 | 0 | 8  | 2 | 0 | 0 | 229 |
| 4:45 PM | 16 | 93  | 4 | 2 | 99  | 5 | 3 | 1 | 6  | 8 | 0 | 0 | 237 |
| 5:00 PM | 17 | 94  | 6 | 1 | 110 | 4 | 2 | 1 | 9  | 4 | 1 | 0 | 249 |
| 5:15 PM | 23 | 88  | 1 | 0 | 92  | 2 | 5 | 0 | 16 | 5 | 0 | 1 | 233 |
| 5:30 PM | 8  | 80  | 8 | 1 | 78  | 7 | 2 | 0 | 9  | 3 | 0 | 0 | 196 |
| 5:45 PM | 17 | 74  | 5 | 0 | 76  | 1 | 6 | 0 | 16 | 3 | 1 | 0 | 199 |
| 6:00 PM | 11 | 62  | 3 | 2 | 56  | 2 | 5 | 2 | 10 | 4 | 0 | 0 | 157 |
| 6:15 PM | 11 | 64  | 8 | 0 | 54  | 1 | 0 | 0 | 7  | 3 | 0 | 1 | 149 |
| 6:30 PM | 6  | 45  | 3 | 2 | 54  | 6 | 4 | 0 | 5  | 4 | 0 | 0 | 129 |
| 6:45 PM | 12 | 55  | 4 | 2 | 33  | 2 | 3 | 0 | 8  | 3 | 0 | 0 | 122 |

| TOTAL      | NL    | NT    | NR   | SL   | ST    | SR   | EL    | ET   | ER    | WL    | WT   | WR   | TOTAL |
|------------|-------|-------|------|------|-------|------|-------|------|-------|-------|------|------|-------|
| Volumes    | 240   | 1317  | 81   | 18   | 1489  | 58   | 60    | 7    | 163   | 53    | 6    | 2    | 3494  |
| Approach % | 14.65 | 80.40 | 4.95 | 1.15 | 95.14 | 3.71 | 26.09 | 3.04 | 70.87 | 86.89 | 9.84 | 3.28 |       |
| App/Depart | 1638  | /     | 1379 | 1565 | /     | 1705 | 230   | /    | 106   | 61    | /    | 304  |       |

PM Peak Hr Begins at: 315 PM

PEAK

|            |       |       |      |      |       |      |       |      |       |       |       |      |      |
|------------|-------|-------|------|------|-------|------|-------|------|-------|-------|-------|------|------|
| Volumes    | 70    | 382   | 23   | 5    | 514   | 21   | 18    | 3    | 56    | 9     | 3     | 0    | 1104 |
| Approach % | 14.74 | 80.42 | 4.84 | 0.93 | 95.19 | 3.89 | 23.38 | 3.90 | 72.73 | 75.00 | 25.00 | 0.00 |      |

PEAK HR.

|         |       |       |       |       |       |
|---------|-------|-------|-------|-------|-------|
| FACTOR: | 0.808 | 0.925 | 0.802 | 0.750 | 0.868 |
|---------|-------|-------|-------|-------|-------|

CONTROL: 2-Way Stop (NB & SB)

COMMENT 1: 0

GPS: 34.513356, -110.077412





**LINCOLN 89 CIRCLE K  
LINCOLN DRIVE/STATE ROUTE 89A (SR 89A)  
TRAFFIC IMPACT ANALYSIS**

**APPENDIX**

**Trip Generation Calculations**



## Convenience Market/Gas Station - GFA (4-5.5k) (LUC 945)

LAND USE: 12 Vehicle Fueling Positions Convenience Market/Gas Station - GFA (4-5.5k)

TRIP GENERATION CALCULATIONS ARE BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS' TRIP GENERATION, 11TH EDITION. THE ITE LAND USE CODE IS Convenience Market/Gas Station - GFA (4-5.5k) (945), General Urban/Suburban

### Weekday

Average Rate = 257.13 Trips per Vehicle Fueling Position

T = 257.13 Trips x 12 Vehicle Fueling Positions

**T = 3,086 VTPD**

ENTER:  $(0.5) \times (3086) =$  **1,543 VTPD**

EXIT:  $(0.5) \times (3086) =$  **1,543 VTPD**

### AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)

Average Rate = 27.04 Trips per Vehicle Fueling Position

T = 27.04 Trips x 12 Vehicle Fueling Positions

**T = 324 VPH**

ENTER:  $(0.5) \times (324) =$  **162 VPH**

EXIT:  $(0.5) \times (324) =$  **162 VPH**

### PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)

Average Rate = 22.76 Trips per Vehicle Fueling Position

T = 22.76 Trips x 12 Vehicle Fueling Positions

**T = 274 VPH**

ENTER:  $(0.5) \times (274) =$  **137 VPH**

EXIT:  $(0.5) \times (274) =$  **137 VPH**

\*where, T = trip ends

### TRIP GENERATION SUMMARY

#### WEEKDAY

**3,086 VTPD**

#### AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)

**324 VPH**

#### PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)

**274 VPH**





**LINCOLN 89 CIRCLE K  
LINCOLN DRIVE/STATE ROUTE 89A (SR 89A)  
TRAFFIC IMPACT ANALYSIS**

**APPENDIX**

**Capacity Calculations**



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 4.4      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 72       | 36       | 452      |          | 539      |          |
| Demand Flow Rate, veh/h     | 74       | 37       | 461      |          | 550      |          |
| Vehicles Circulating, veh/h | 575      | 477      | 30       |          | 53       |          |
| Vehicles Exiting, veh/h     | 28       | 14       | 619      |          | 461      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 5.1      | 4.3      | 4.1      |          | 4.5      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.471    | 0.529    | 0.471    | 0.529    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 74       | 37       | 217      | 244      | 259      | 291      |
| Cap Entry Lane, veh/h       | 871      | 947      | 1313     | 1384     | 1286     | 1358     |
| Entry HV Adj Factor         | 0.973    | 0.972    | 0.980    | 0.983    | 0.979    | 0.983    |
| Flow Entry, veh/h           | 72       | 36       | 213      | 240      | 254      | 286      |
| Cap Entry, veh/h            | 847      | 921      | 1287     | 1361     | 1259     | 1334     |
| V/C Ratio                   | 0.085    | 0.039    | 0.165    | 0.176    | 0.201    | 0.214    |
| Control Delay, s/veh        | 5.1      | 4.3      | 4.2      | 4.1      | 4.6      | 4.5      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 4.8      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 84       | 16       | 604      |          | 568      |          |
| Demand Flow Rate, veh/h     | 86       | 16       | 616      |          | 579      |          |
| Vehicles Circulating, veh/h | 574      | 623      | 42       |          | 89       |          |
| Vehicles Exiting, veh/h     | 94       | 35       | 618      |          | 550      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 5.2      | 4.5      | 4.7      |          | 4.8      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.471    | 0.529    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 86       | 16       | 290      | 326      | 272      | 307      |
| Cap Entry Lane, veh/h       | 872      | 836      | 1299     | 1370     | 1244     | 1317     |
| Entry HV Adj Factor         | 0.976    | 0.998    | 0.979    | 0.982    | 0.982    | 0.981    |
| Flow Entry, veh/h           | 84       | 16       | 284      | 320      | 267      | 301      |
| Cap Entry, veh/h            | 851      | 834      | 1271     | 1345     | 1221     | 1291     |
| V/C Ratio                   | 0.099    | 0.019    | 0.223    | 0.238    | 0.219    | 0.233    |
| Control Delay, s/veh        | 5.2      | 4.5      | 4.8      | 4.7      | 4.9      | 4.8      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 4.9      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 96       | 15       | 558      |          | 636      |          |
| Demand Flow Rate, veh/h     | 97       | 15       | 570      |          | 649      |          |
| Vehicles Circulating, veh/h | 634      | 564      | 32       |          | 99       |          |
| Vehicles Exiting, veh/h     | 114      | 38       | 699      |          | 480      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 5.6      | 4.3      | 4.5      |          | 5.2      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.470    | 0.530    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 97       | 15       | 268      | 302      | 305      | 344      |
| Cap Entry Lane, veh/h       | 828      | 879      | 1311     | 1382     | 1232     | 1305     |
| Entry HV Adj Factor         | 0.989    | 0.995    | 0.979    | 0.979    | 0.980    | 0.980    |
| Flow Entry, veh/h           | 96       | 15       | 262      | 296      | 299      | 337      |
| Cap Entry, veh/h            | 819      | 875      | 1283     | 1353     | 1208     | 1279     |
| V/C Ratio                   | 0.117    | 0.017    | 0.204    | 0.219    | 0.247    | 0.264    |
| Control Delay, s/veh        | 5.6      | 4.3      | 4.5      | 4.5      | 5.2      | 5.1      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 4.5      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 78       | 39       | 472      |          | 564      |          |
| Demand Flow Rate, veh/h     | 80       | 40       | 481      |          | 575      |          |
| Vehicles Circulating, veh/h | 600      | 498      | 35       |          | 57       |          |
| Vehicles Exiting, veh/h     | 32       | 18       | 645      |          | 481      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 5.2      | 4.4      | 4.2      |          | 4.7      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.470    | 0.530    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 80       | 40       | 226      | 255      | 270      | 305      |
| Cap Entry Lane, veh/h       | 853      | 930      | 1307     | 1378     | 1281     | 1353     |
| Entry HV Adj Factor         | 0.975    | 0.974    | 0.982    | 0.981    | 0.982    | 0.980    |
| Flow Entry, veh/h           | 78       | 39       | 222      | 250      | 265      | 299      |
| Cap Entry, veh/h            | 831      | 906      | 1283     | 1353     | 1258     | 1326     |
| V/C Ratio                   | 0.094    | 0.043    | 0.173    | 0.185    | 0.211    | 0.225    |
| Control Delay, s/veh        | 5.2      | 4.4      | 4.3      | 4.2      | 4.7      | 4.6      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



|                             |             |             |             |              |             |              |
|-----------------------------|-------------|-------------|-------------|--------------|-------------|--------------|
| <b>Intersection</b>         |             |             |             |              |             |              |
| Intersection Delay, s/veh   | 4.9         |             |             |              |             |              |
| Intersection LOS            | A           |             |             |              |             |              |
| <b>Approach</b>             | <b>EB</b>   | <b>WB</b>   | <b>NB</b>   | <b>SB</b>    |             |              |
| Entry Lanes                 | 1           | 1           | 2           | 2            |             |              |
| Conflicting Circle Lanes    | 2           | 2           | 2           | 2            |             |              |
| Adj Approach Flow, veh/h    | 90          | 20          | 619         | 591          |             |              |
| Demand Flow Rate, veh/h     | 92          | 20          | 632         | 602          |             |              |
| Vehicles Circulating, veh/h | 597         | 650         | 47          | 95           |             |              |
| Vehicles Exiting, veh/h     | 101         | 28          | 642         | 575          |             |              |
| Ped Vol Crossing Leg, #/h   | 0           | 0           | 0           | 0            |             |              |
| Ped Cap Adj                 | 1.000       | 1.000       | 1.000       | 1.000        |             |              |
| Approach Delay, s/veh       | 5.4         | 4.7         | 4.8         | 5.0          |             |              |
| Approach LOS                | A           | A           | A           | A            |             |              |
| <b>Lane</b>                 | <b>Left</b> | <b>Left</b> | <b>Left</b> | <b>Right</b> | <b>Left</b> | <b>Right</b> |
| Designated Moves            | LTR         | LTR         | LT          | TR           | LT          | TR           |
| Assumed Moves               | LTR         | LTR         | LT          | TR           | LT          | TR           |
| RT Channelized              |             |             |             |              |             |              |
| Lane Util                   | 1.000       | 1.000       | 0.470       | 0.530        | 0.470       | 0.530        |
| Follow-Up Headway, s        | 2.535       | 2.535       | 2.667       | 2.535        | 2.667       | 2.535        |
| Critical Headway, s         | 4.328       | 4.328       | 4.645       | 4.328        | 4.645       | 4.328        |
| A (Intercept)               | 1420        | 1420        | 1350        | 1420         | 1350        | 1420         |
| B (Slope)                   | 8.501e-4    | 8.501e-4    | 9.199e-4    | 8.501e-4     | 9.199e-4    | 8.501e-4     |
| Entry Flow, veh/h           | 92          | 20          | 297         | 335          | 283         | 319          |
| Cap Entry Lane, veh/h       | 855         | 817         | 1293        | 1364         | 1237        | 1310         |
| Entry HV Adj Factor         | 0.977       | 0.996       | 0.980       | 0.980        | 0.981       | 0.981        |
| Flow Entry, veh/h           | 90          | 20          | 291         | 328          | 278         | 313          |
| Cap Entry, veh/h            | 836         | 814         | 1267        | 1337         | 1213        | 1286         |
| V/C Ratio                   | 0.108       | 0.024       | 0.230       | 0.246        | 0.229       | 0.244        |
| Control Delay, s/veh        | 5.4         | 4.7         | 4.8         | 4.8          | 5.0         | 4.9          |
| LOS                         | A           | A           | A           | A            | A           | A            |
| 95th %tile Queue, veh       | 0           | 0           | 1           | 1            | 1           | 1            |



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 5.0      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 96       | 18       | 582      |          | 662      |          |
| Demand Flow Rate, veh/h     | 97       | 18       | 594      |          | 676      |          |
| Vehicles Circulating, veh/h | 661      | 587      | 34       |          | 105      |          |
| Vehicles Exiting, veh/h     | 120      | 41       | 724      |          | 500      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 5.7      | 4.4      | 4.6      |          | 5.3      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.470    | 0.530    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 97       | 18       | 279      | 315      | 318      | 358      |
| Cap Entry Lane, veh/h       | 810      | 862      | 1308     | 1380     | 1226     | 1299     |
| Entry HV Adj Factor         | 0.989    | 0.995    | 0.980    | 0.979    | 0.979    | 0.981    |
| Flow Entry, veh/h           | 96       | 18       | 273      | 308      | 311      | 351      |
| Cap Entry, veh/h            | 800      | 857      | 1282     | 1350     | 1200     | 1274     |
| V/C Ratio                   | 0.120    | 0.021    | 0.213    | 0.228    | 0.259    | 0.276    |
| Control Delay, s/veh        | 5.7      | 4.4      | 4.6      | 4.6      | 5.3      | 5.3      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 4.7      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 85       | 44       | 503      |          | 599      |          |
| Demand Flow Rate, veh/h     | 87       | 45       | 512      |          | 611      |          |
| Vehicles Circulating, veh/h | 637      | 530      | 40       |          | 62       |          |
| Vehicles Exiting, veh/h     | 36       | 22       | 684      |          | 513      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 5.5      | 4.5      | 4.3      |          | 4.8      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.471    | 0.529    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 87       | 45       | 241      | 271      | 287      | 324      |
| Cap Entry Lane, veh/h       | 826      | 905      | 1301     | 1373     | 1275     | 1347     |
| Entry HV Adj Factor         | 0.976    | 0.976    | 0.980    | 0.983    | 0.982    | 0.980    |
| Flow Entry, veh/h           | 85       | 44       | 236      | 266      | 282      | 318      |
| Cap Entry, veh/h            | 807      | 883      | 1275     | 1349     | 1251     | 1321     |
| V/C Ratio                   | 0.105    | 0.050    | 0.185    | 0.197    | 0.225    | 0.240    |
| Control Delay, s/veh        | 5.5      | 4.5      | 4.4      | 4.3      | 4.8      | 4.8      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 5.1      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 97       | 23       | 658      |          | 628      |          |
| Demand Flow Rate, veh/h     | 99       | 23       | 671      |          | 640      |          |
| Vehicles Circulating, veh/h | 635      | 691      | 51       |          | 103      |          |
| Vehicles Exiting, veh/h     | 108      | 31       | 683      |          | 611      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 5.6      | 4.9      | 5.0      |          | 5.1      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.469    | 0.531    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 99       | 23       | 315      | 356      | 301      | 339      |
| Cap Entry Lane, veh/h       | 828      | 789      | 1288     | 1360     | 1228     | 1301     |
| Entry HV Adj Factor         | 0.979    | 0.996    | 0.982    | 0.979    | 0.981    | 0.982    |
| Flow Entry, veh/h           | 97       | 23       | 309      | 349      | 295      | 333      |
| Cap Entry, veh/h            | 810      | 786      | 1264     | 1332     | 1204     | 1277     |
| V/C Ratio                   | 0.120    | 0.029    | 0.245    | 0.262    | 0.245    | 0.261    |
| Control Delay, s/veh        | 5.6      | 4.9      | 5.0      | 5.0      | 5.2      | 5.1      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



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| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 5.2      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 104      | 22       | 619      |          | 703      |          |
| Demand Flow Rate, veh/h     | 105      | 22       | 632      |          | 717      |          |
| Vehicles Circulating, veh/h | 703      | 626      | 38       |          | 114      |          |
| Vehicles Exiting, veh/h     | 128      | 44       | 770      |          | 534      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 6.1      | 4.6      | 4.8      |          | 5.5      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.470    | 0.530    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 105      | 22       | 297      | 335      | 337      | 380      |
| Cap Entry Lane, veh/h       | 781      | 834      | 1303     | 1375     | 1215     | 1289     |
| Entry HV Adj Factor         | 0.989    | 0.995    | 0.980    | 0.979    | 0.980    | 0.980    |
| Flow Entry, veh/h           | 104      | 22       | 291      | 328      | 330      | 372      |
| Cap Entry, veh/h            | 773      | 830      | 1277     | 1347     | 1191     | 1263     |
| V/C Ratio                   | 0.134    | 0.026    | 0.228    | 0.244    | 0.277    | 0.295    |
| Control Delay, s/veh        | 6.1      | 4.6      | 4.8      | 4.8      | 5.6      | 5.5      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 5.0      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       | SB       |          |          |
| Entry Lanes                 | 1        | 1        | 2        | 2        |          |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        | 2        |          |          |
| Adj Approach Flow, veh/h    | 81       | 123      | 468      | 579      |          |          |
| Demand Flow Rate, veh/h     | 83       | 125      | 477      | 591      |          |          |
| Vehicles Circulating, veh/h | 697      | 498      | 114      | 141      |          |          |
| Vehicles Exiting, veh/h     | 35       | 93       | 666      | 482      |          |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        | 0        |          |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    | 1.000    |          |          |
| Approach Delay, s/veh       | 5.8      | 5.2      | 4.6      | 5.2      |          |          |
| Approach LOS                | A        | A        | A        | A        |          |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.470    | 0.530    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 83       | 125      | 224      | 253      | 278      | 313      |
| Cap Entry Lane, veh/h       | 785      | 930      | 1215     | 1289     | 1186     | 1260     |
| Entry HV Adj Factor         | 0.975    | 0.983    | 0.982    | 0.981    | 0.979    | 0.981    |
| Flow Entry, veh/h           | 81       | 123      | 220      | 248      | 272      | 307      |
| Cap Entry, veh/h            | 766      | 914      | 1194     | 1264     | 1161     | 1235     |
| V/C Ratio                   | 0.106    | 0.134    | 0.184    | 0.196    | 0.234    | 0.248    |
| Control Delay, s/veh        | 5.8      | 5.2      | 4.6      | 4.5      | 5.2      | 5.1      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      | ↗    | ↕    |      |      | ↕    |
| Traffic Vol, veh/h       | 0    | 87   | 325  | 97   | 0    | 492  |
| Future Vol, veh/h        | 0    | 87   | 325  | 97   | 0    | 492  |
| 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   | 85   | 85   | 85   | 92   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 102  | 382  | 114  | 0    | 579  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | -      | 248    | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 6.94   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 3.32   | -      |
| Pot Cap-1 Maneuver   | 0      | 752    | -      |
| Stage 1              | 0      | -      | -      |
| Stage 2              | 0      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 752    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach                    | WB | NB | SB |
|-----------------------------|----|----|----|
| HCM Control Delay, s/v10.54 |    | 0  | 0  |
| HCM LOS                     | B  |    |    |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBT   |
|---------------------------|-----|----------|-------|
| Capacity (veh/h)          | -   | -        | 752   |
| HCM Lane V/C Ratio        | -   | -        | 0.136 |
| HCM Control Delay (s/veh) | -   | -        | 10.5  |
| HCM Lane LOS              | -   | -        | B     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.5   |



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| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 6    |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 63   | 15                                                                                | 32                                                                                | 2    | 2                                                                                 | 73   |
| Future Vol, veh/h        | 63   | 15                                                                                | 32                                                                                | 2    | 2                                                                                 | 73   |
| 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         | 85   | 85                                                                                | 80                                                                                | 80   | 85                                                                                | 85   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 74   | 18                                                                                | 40                                                                                | 3    | 2                                                                                 | 86   |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 43     | 0      | 0 207 41      |
| Stage 1              | -      | -      | - 41 -        |
| Stage 2              | -      | -      | - 166 -       |
| 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   | 1566   | -      | - 781 1030    |
| Stage 1              | -      | -      | - 981 -       |
| Stage 2              | -      | -      | - 864 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1566   | -      | - 744 1030    |
| Mov Cap-2 Maneuver   | -      | -      | - 744 -       |
| Stage 1              | -      | -      | - 934 -       |
| Stage 2              | -      | -      | - 864 -       |

| Approach               | EB   | WB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 5.99 | 0  | 8.87 |
| HCM LOS                |      |    | A    |

| Minor Lane/Major Mvmt     | EBL   | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)          | 1454  | -   | -   | -   | 1019  |
| HCM Lane V/C Ratio        | 0.047 | -   | -   | -   | 0.087 |
| HCM Control Delay (s/veh) | 7.4   | 0   | -   | -   | 8.9   |
| HCM Lane LOS              | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh)     | 0.1   | -   | -   | -   | 0.3   |



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 5.5      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 93       | 104      | 642      |          | 606      |          |
| Demand Flow Rate, veh/h     | 95       | 106      | 655      |          | 618      |          |
| Vehicles Circulating, veh/h | 696      | 676      | 126      |          | 181      |          |
| Vehicles Exiting, veh/h     | 104      | 104      | 665      |          | 601      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 5.9      | 6.0      | 5.3      |          | 5.5      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.470    | 0.530    | 0.469    | 0.531    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 95       | 106      | 308      | 347      | 290      | 328      |
| Cap Entry Lane, veh/h       | 786      | 799      | 1202     | 1276     | 1143     | 1218     |
| Entry HV Adj Factor         | 0.978    | 0.980    | 0.980    | 0.981    | 0.982    | 0.979    |
| Flow Entry, veh/h           | 93       | 104      | 302      | 340      | 285      | 321      |
| Cap Entry, veh/h            | 769      | 783      | 1178     | 1251     | 1122     | 1192     |
| V/C Ratio                   | 0.121    | 0.133    | 0.256    | 0.272    | 0.254    | 0.269    |
| Control Delay, s/veh        | 5.9      | 6.0      | 5.4      | 5.3      | 5.6      | 5.5      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      | ↗    | ↕    |      |      | ↕    |
| Traffic Vol, veh/h       | 0    | 87   | 402  | 97   | 0    | 515  |
| Future Vol, veh/h        | 0    | 87   | 402  | 97   | 0    | 515  |
| 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   | 85   | 85   | 85   | 92   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 102  | 473  | 114  | 0    | 606  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | -      | 294    | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 6.94   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 3.32   | -      |
| Pot Cap-1 Maneuver   | 0      | 703    | -      |
| Stage 1              | 0      | -      | -      |
| Stage 2              | 0      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 703    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach                    | WB | NB | SB |
|-----------------------------|----|----|----|
| HCM Control Delay, s/v10.99 |    | 0  | 0  |
| HCM LOS                     | B  |    |    |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBT |
|---------------------------|-----|----------|-----|
| Capacity (veh/h)          | -   | - 703    | -   |
| HCM Lane V/C Ratio        | -   | - 0.146  | -   |
| HCM Control Delay (s/veh) | -   | - 11     | -   |
| HCM Lane LOS              | -   | - B      | -   |
| HCM 95th %tile Q(veh)     | -   | - 0.5    | -   |



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| Intersection              |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 6.2    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations       |        |  |  |        |  |       |
| Traffic Vol, veh/h        | 63     | 23                                                                                | 16                                                                                | 2      | 2                                                                                 | 73    |
| Future Vol, veh/h         | 63     | 23                                                                                | 16                                                                                | 2      | 2                                                                                 | 73    |
| 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          | 85     | 85                                                                                | 80                                                                                | 80     | 85                                                                                | 85    |
| Heavy Vehicles, %         | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                 | 74     | 27                                                                                | 20                                                                                | 3      | 2                                                                                 | 86    |
| Major/Minor               | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All      | 23     | 0                                                                                 | -                                                                                 | 0      | 197                                                                               | 21    |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 21                                                                                | -     |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 175                                                                               | -     |
| 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        | 1593   | -                                                                                 | -                                                                                 | -      | 792                                                                               | 1056  |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 1001                                                                              | -     |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 855                                                                               | -     |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver        | 1593   | -                                                                                 | -                                                                                 | -      | 755                                                                               | 1056  |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -      | 755                                                                               | -     |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 954                                                                               | -     |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 855                                                                               | -     |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s/v    | 5.4    | 0                                                                                 |                                                                                   | 8.76   |                                                                                   |       |
| HCM LOS                   |        |                                                                                   |                                                                                   | A      |                                                                                   |       |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)          | 1319   | -                                                                                 | -                                                                                 | -      | 1045                                                                              |       |
| HCM Lane V/C Ratio        | 0.047  | -                                                                                 | -                                                                                 | -      | 0.084                                                                             |       |
| HCM Control Delay (s/veh) | 7.4    | 0                                                                                 | -                                                                                 | -      | 8.8                                                                               |       |
| HCM Lane LOS              | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |       |
| HCM 95th %tile Q(veh)     | 0.1    | -                                                                                 | -                                                                                 | -      | 0.3                                                                               |       |

| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 5.5      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 99       | 90       | 603      |          | 677      |          |
| Demand Flow Rate, veh/h     | 101      | 92       | 616      |          | 691      |          |
| Vehicles Circulating, veh/h | 748      | 613      | 103      |          | 179      |          |
| Vehicles Exiting, veh/h     | 122      | 106      | 746      |          | 526      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 6.3      | 5.5      | 5.1      |          | 5.8      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.471    | 0.529    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 101      | 92       | 290      | 326      | 325      | 366      |
| Cap Entry Lane, veh/h       | 752      | 843      | 1228     | 1301     | 1145     | 1220     |
| Entry HV Adj Factor         | 0.979    | 0.977    | 0.978    | 0.981    | 0.980    | 0.981    |
| Flow Entry, veh/h           | 99       | 90       | 284      | 320      | 318      | 359      |
| Cap Entry, veh/h            | 736      | 824      | 1200     | 1276     | 1122     | 1196     |
| V/C Ratio                   | 0.134    | 0.109    | 0.236    | 0.251    | 0.284    | 0.300    |
| Control Delay, s/veh        | 6.3      | 5.5      | 5.1      | 5.0      | 5.9      | 5.8      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      | ↗    | ↗↗   |      |      | ↗↗   |
| Traffic Vol, veh/h       | 0    | 73   | 357  | 81   | 0    | 575  |
| Future Vol, veh/h        | 0    | 73   | 357  | 81   | 0    | 575  |
| 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   | 85   | 85   | 85   | 92   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 86   | 420  | 95   | 0    | 639  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | -      | 258    | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 6.94   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 3.32   | -      |
| Pot Cap-1 Maneuver   | 0      | 741    | -      |
| Stage 1              | 0      | -      | -      |
| Stage 2              | 0      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 741    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach                    | WB | NB | SB |
|-----------------------------|----|----|----|
| HCM Control Delay, s/v10.49 |    | 0  | 0  |
| HCM LOS                     | B  |    |    |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBT   |
|---------------------------|-----|----------|-------|
| Capacity (veh/h)          | -   | -        | 741   |
| HCM Lane V/C Ratio        | -   | -        | 0.116 |
| HCM Control Delay (s/veh) | -   | -        | 10.5  |
| HCM Lane LOS              | -   | -        | B     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.4   |

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| Intersection              |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 5.6    |                                                                                   |                                                                                   |        |                                                                                   |       |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR   |
| Lane Configurations       |        |  |  |        |  |       |
| Traffic Vol, veh/h        | 54     | 34                                                                                | 15                                                                                | 2      | 2                                                                                 | 62    |
| Future Vol, veh/h         | 54     | 34                                                                                | 15                                                                                | 2      | 2                                                                                 | 62    |
| 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          | 85     | 85                                                                                | 80                                                                                | 80     | 85                                                                                | 85    |
| Heavy Vehicles, %         | 2      | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2     |
| Mvmt Flow                 | 64     | 40                                                                                | 19                                                                                | 3      | 2                                                                                 | 73    |
|                           |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Major/Minor               | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |       |
| Conflicting Flow All      | 21     | 0                                                                                 | -                                                                                 | 0      | 187                                                                               | 20    |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 20                                                                                | -     |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 167                                                                               | -     |
| 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        | 1594   | -                                                                                 | -                                                                                 | -      | 802                                                                               | 1058  |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 1003                                                                              | -     |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 862                                                                               | -     |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -      |                                                                                   |       |
| Mov Cap-1 Maneuver        | 1594   | -                                                                                 | -                                                                                 | -      | 769                                                                               | 1058  |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -      | 769                                                                               | -     |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -      | 962                                                                               | -     |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -      | 862                                                                               | -     |
|                           |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|                           |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |       |
| HCM Control Delay, s/v    | 4.51   | 0                                                                                 |                                                                                   | 8.71   |                                                                                   |       |
| HCM LOS                   | A      |                                                                                   |                                                                                   |        |                                                                                   |       |
|                           |        |                                                                                   |                                                                                   |        |                                                                                   |       |
|                           |        |                                                                                   |                                                                                   |        |                                                                                   |       |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |
| Capacity (veh/h)          | 1105   | -                                                                                 | -                                                                                 | -      | 1046                                                                              |       |
| HCM Lane V/C Ratio        | 0.04   | -                                                                                 | -                                                                                 | -      | 0.072                                                                             |       |
| HCM Control Delay (s/veh) | 7.4    | 0                                                                                 | -                                                                                 | -      | 8.7                                                                               |       |
| HCM Lane LOS              | A      | A                                                                                 | -                                                                                 | -      | A                                                                                 |       |
| HCM 95th %tile Q(veh)     | 0.1    | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |       |



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 5.7      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 95       | 108      | 681      |          | 643      |          |
| Demand Flow Rate, veh/h     | 97       | 110      | 695      |          | 656      |          |
| Vehicles Circulating, veh/h | 735      | 716      | 128      |          | 190      |          |
| Vehicles Exiting, veh/h     | 111      | 107      | 704      |          | 636      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 6.2      | 6.3      | 5.5      |          | 5.8      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.471    | 0.529    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 97       | 110      | 327      | 368      | 308      | 348      |
| Cap Entry Lane, veh/h       | 760      | 773      | 1200     | 1274     | 1133     | 1208     |
| Entry HV Adj Factor         | 0.978    | 0.980    | 0.979    | 0.981    | 0.981    | 0.980    |
| Flow Entry, veh/h           | 95       | 108      | 320      | 361      | 302      | 341      |
| Cap Entry, veh/h            | 744      | 757      | 1175     | 1250     | 1112     | 1184     |
| V/C Ratio                   | 0.128    | 0.142    | 0.273    | 0.289    | 0.272    | 0.288    |
| Control Delay, s/veh        | 6.2      | 6.3      | 5.6      | 5.5      | 5.8      | 5.7      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.8  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      | ↗    | ↗↘   |      |      | ↗↘   |
| Traffic Vol, veh/h       | 0    | 87   | 433  | 97   | 0    | 547  |
| Future Vol, veh/h        | 0    | 87   | 433  | 97   | 0    | 547  |
| 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   | 85   | 85   | 85   | 92   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 102  | 509  | 114  | 0    | 644  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | -      | 312    | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 6.94   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 3.32   | -      |
| Pot Cap-1 Maneuver   | 0      | 684    | -      |
| Stage 1              | 0      | -      | -      |
| Stage 2              | 0      | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | -      | 684    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach                    | WB | NB | SB |
|-----------------------------|----|----|----|
| HCM Control Delay, s/v11.19 |    | 0  | 0  |
| HCM LOS                     | B  |    |    |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBT  |
|---------------------------|-----|----------|------|
| Capacity (veh/h)          | -   | -        | 684  |
| HCM Lane V/C Ratio        | -   | -        | 0.15 |
| HCM Control Delay (s/veh) | -   | -        | 11.2 |
| HCM Lane LOS              | -   | -        | B    |
| HCM 95th %tile Q(veh)     | -   | -        | 0.5  |



HCM 7th TWSC  
9: Lincoln Dr & South Access

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| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 6    |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |      |  |  |      |  |  |
| Traffic Vol, veh/h       | 63   | 26                                                                                | 19                                                                                | 2    | 2                                                                                 | 73                                                                                |
| Future Vol, veh/h        | 63   | 26                                                                                | 19                                                                                | 2    | 2                                                                                 | 73                                                                                |
| 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         | 85   | 85                                                                                | 80                                                                                | 80   | 85                                                                                | 85                                                                                |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 74   | 31                                                                                | 24                                                                                | 3    | 2                                                                                 | 86                                                                                |

| Major/Minor          | Major1 | Major2 | Minor2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 26     | 0      | -      | 0 | 204   |
| Stage 1              | -      | -      | -      | - | 25    |
| Stage 2              | -      | -      | -      | - | 179   |
| Critical Hdwy        | 4.12   | -      | -      | - | 6.42  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  |
| Follow-up Hdwy       | 2.218  | -      | -      | - | 3.518 |
| Pot Cap-1 Maneuver   | 1588   | -      | -      | - | 785   |
| Stage 1              | -      | -      | -      | - | 998   |
| Stage 2              | -      | -      | -      | - | 852   |
| Platoon blocked, %   | -      | -      | -      | - | -     |
| Mov Cap-1 Maneuver   | 1588   | -      | -      | - | 747   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 747   |
| Stage 1              | -      | -      | -      | - | 950   |
| Stage 2              | -      | -      | -      | - | 852   |

| Approach               | EB   | WB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 5.22 | 0  | 8.78 |
| HCM LOS                |      |    | A    |

| Minor Lane/Major Mvmt     | EBL   | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)          | 1274  | -   | -   | -   | 1040  |
| HCM Lane V/C Ratio        | 0.047 | -   | -   | -   | 0.085 |
| HCM Control Delay (s/veh) | 7.4   | 0   | -   | -   | 8.8   |
| HCM Lane LOS              | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh)     | 0.1   | -   | -   | -   | 0.3   |

| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 5.8      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 106      | 94       | 640      |          | 718      |          |
| Demand Flow Rate, veh/h     | 108      | 96       | 653      |          | 732      |          |
| Vehicles Circulating, veh/h | 790      | 650      | 106      |          | 188      |          |
| Vehicles Exiting, veh/h     | 130      | 109      | 792      |          | 558      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 6.7      | 5.7      | 5.2      |          | 6.1      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.470    | 0.530    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 108      | 96       | 307      | 346      | 344      | 388      |
| Cap Entry Lane, veh/h       | 726      | 817      | 1224     | 1298     | 1135     | 1210     |
| Entry HV Adj Factor         | 0.980    | 0.978    | 0.979    | 0.980    | 0.980    | 0.980    |
| Flow Entry, veh/h           | 106      | 94       | 301      | 339      | 337      | 380      |
| Cap Entry, veh/h            | 711      | 799      | 1199     | 1271     | 1113     | 1186     |
| V/C Ratio                   | 0.149    | 0.117    | 0.251    | 0.267    | 0.303    | 0.321    |
| Control Delay, s/veh        | 6.7      | 5.7      | 5.3      | 5.2      | 6.1      | 6.1      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 1        | 0        | 1        | 1        | 1        | 1        |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      | ↗    | ↕    |      |      | ↕    |
| Traffic Vol, veh/h       | 0    | 73   | 384  | 81   | 0    | 610  |
| Future Vol, veh/h        | 0    | 73   | 384  | 81   | 0    | 610  |
| 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   | 80   | 85   | 85   | 92   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 91   | 452  | 95   | 0    | 678  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | -      | 274    | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 6.94   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 3.32   | -      |
| Pot Cap-1 Maneuver   | 0      | 724    | -      |
| Stage 1              | 0      | -      | -      |
| Stage 2              | 0      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 724    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach                    | WB | NB | SB |
|-----------------------------|----|----|----|
| HCM Control Delay, s/v10.69 |    | 0  | 0  |
| HCM LOS                     | B  |    |    |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBT |
|---------------------------|-----|----------|-----|
| Capacity (veh/h)          | -   | 724      | -   |
| HCM Lane V/C Ratio        | -   | 0.126    | -   |
| HCM Control Delay (s/veh) | -   | 10.7     | -   |
| HCM Lane LOS              | -   | B        | -   |
| HCM 95th %tile Q(veh)     | -   | 0.4      | -   |

| Intersection              |        |                                                                                   |                                                                                   |      |                                                                                   |       |
|---------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh          | 5.4    |                                                                                   |                                                                                   |      |                                                                                   |       |
| Movement                  | EBL    | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR   |
| Lane Configurations       |        |  |  |      |  |       |
| Traffic Vol, veh/h        | 54     | 37                                                                                | 18                                                                                | 2    | 2                                                                                 | 62    |
| Future Vol, veh/h         | 54     | 37                                                                                | 18                                                                                | 2    | 2                                                                                 | 62    |
| 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          | 85     | 85                                                                                | 80                                                                                | 80   | 85                                                                                | 85    |
| Heavy Vehicles, %         | 2      | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2     |
| Mvmt Flow                 | 64     | 44                                                                                | 23                                                                                | 3    | 2                                                                                 | 73    |
| Major/Minor               | Major1 | Major2                                                                            | Minor2                                                                            |      |                                                                                   |       |
| Conflicting Flow All      | 25     | 0                                                                                 | -                                                                                 | 0    | 194                                                                               | 24    |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -    | 24                                                                                | -     |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -    | 171                                                                               | -     |
| 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        | 1589   | -                                                                                 | -                                                                                 | -    | 794                                                                               | 1053  |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -    | 999                                                                               | -     |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -    | 859                                                                               | -     |
| Platoon blocked, %        |        | -                                                                                 | -                                                                                 | -    |                                                                                   |       |
| Mov Cap-1 Maneuver        | 1589   | -                                                                                 | -                                                                                 | -    | 762                                                                               | 1053  |
| Mov Cap-2 Maneuver        | -      | -                                                                                 | -                                                                                 | -    | 762                                                                               | -     |
| Stage 1                   | -      | -                                                                                 | -                                                                                 | -    | 958                                                                               | -     |
| Stage 2                   | -      | -                                                                                 | -                                                                                 | -    | 859                                                                               | -     |
| Approach                  | EB     | WB                                                                                |                                                                                   | SB   |                                                                                   |       |
| HCM Control Delay, s/v    | 4.37   | 0                                                                                 |                                                                                   | 8.73 |                                                                                   |       |
| HCM LOS                   |        |                                                                                   |                                                                                   | A    |                                                                                   |       |
| Minor Lane/Major Mvmt     | EBL    | EBT                                                                               | WBT                                                                               | WBR  | SBLn1                                                                             |       |
| Capacity (veh/h)          | 1068   | -                                                                                 | -                                                                                 | -    | 1040                                                                              |       |
| HCM Lane V/C Ratio        | 0.04   | -                                                                                 | -                                                                                 | -    | 0.072                                                                             |       |
| HCM Control Delay (s/veh) | 7.4    | 0                                                                                 | -                                                                                 | -    | 8.7                                                                               |       |
| HCM Lane LOS              | A      | A                                                                                 | -                                                                                 | -    | A                                                                                 |       |
| HCM 95th %tile Q(veh)     | 0.1    | -                                                                                 | -                                                                                 | -    | 0.2                                                                               |       |



| Intersection                |          |          |          |          |          |          |
|-----------------------------|----------|----------|----------|----------|----------|----------|
| Intersection Delay, s/veh   | 5.2      |          |          |          |          |          |
| Intersection LOS            | A        |          |          |          |          |          |
| Approach                    | EB       | WB       | NB       |          | SB       |          |
| Entry Lanes                 | 1        | 1        | 2        |          | 2        |          |
| Conflicting Circle Lanes    | 2        | 2        | 2        |          | 2        |          |
| Adj Approach Flow, veh/h    | 89       | 127      | 497      |          | 614      |          |
| Demand Flow Rate, veh/h     | 91       | 129      | 506      |          | 626      |          |
| Vehicles Circulating, veh/h | 733      | 529      | 120      |          | 145      |          |
| Vehicles Exiting, veh/h     | 38       | 97       | 704      |          | 513      |          |
| Ped Vol Crossing Leg, #/h   | 0        | 0        | 0        |          | 0        |          |
| Ped Cap Adj                 | 1.000    | 1.000    | 1.000    |          | 1.000    |          |
| Approach Delay, s/veh       | 6.1      | 5.4      | 4.7      |          | 5.3      |          |
| Approach LOS                | A        | A        | A        |          | A        |          |
| Lane                        | Left     | Left     | Left     | Right    | Left     | Right    |
| Designated Moves            | LTR      | LTR      | LT       | TR       | LT       | TR       |
| Assumed Moves               | LTR      | LTR      | LT       | TR       | LT       | TR       |
| RT Channelized              |          |          |          |          |          |          |
| Lane Util                   | 1.000    | 1.000    | 0.470    | 0.530    | 0.470    | 0.530    |
| Follow-Up Headway, s        | 2.535    | 2.535    | 2.667    | 2.535    | 2.667    | 2.535    |
| Critical Headway, s         | 4.328    | 4.328    | 4.645    | 4.328    | 4.645    | 4.328    |
| A (Intercept)               | 1420     | 1420     | 1350     | 1420     | 1350     | 1420     |
| B (Slope)                   | 8.501e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 | 9.199e-4 | 8.501e-4 |
| Entry Flow, veh/h           | 91       | 129      | 238      | 268      | 294      | 332      |
| Cap Entry Lane, veh/h       | 762      | 906      | 1209     | 1282     | 1181     | 1255     |
| Entry HV Adj Factor         | 0.977    | 0.983    | 0.981    | 0.982    | 0.981    | 0.979    |
| Flow Entry, veh/h           | 89       | 127      | 233      | 263      | 288      | 325      |
| Cap Entry, veh/h            | 744      | 891      | 1186     | 1260     | 1159     | 1230     |
| V/C Ratio                   | 0.119    | 0.142    | 0.197    | 0.209    | 0.249    | 0.264    |
| Control Delay, s/veh        | 6.1      | 5.4      | 4.8      | 4.7      | 5.4      | 5.3      |
| LOS                         | A        | A        | A        | A        | A        | A        |
| 95th %tile Queue, veh       | 0        | 0        | 1        | 1        | 1        | 1        |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      | ↗    | ↕    |      |      | ↕    |
| Traffic Vol, veh/h       | 0    | 87   | 352  | 97   | 0    | 522  |
| Future Vol, veh/h        | 0    | 87   | 352  | 97   | 0    | 522  |
| 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   | 85   | 85   | 85   | 92   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 102  | 414  | 114  | 0    | 614  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | -      | 264    | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 6.94   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 3.32   | -      |
| Pot Cap-1 Maneuver   | 0      | 734    | -      |
| Stage 1              | 0      | -      | -      |
| Stage 2              | 0      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 734    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach               | WB   | NB | SB |
|------------------------|------|----|----|
| HCM Control Delay, s/v | 10.7 | 0  | 0  |
| HCM LOS                | B    |    |    |

| Minor Lane/Major Mvmt     | NBT | NBRWBLn1 | SBT   |
|---------------------------|-----|----------|-------|
| Capacity (veh/h)          | -   | -        | 734   |
| HCM Lane V/C Ratio        | -   | -        | 0.139 |
| HCM Control Delay (s/veh) | -   | -        | 10.7  |
| HCM Lane LOS              | -   | -        | B     |
| HCM 95th %tile Q(veh)     | -   | -        | 0.5   |



| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 5.8  |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 63   | 18                                                                                | 35                                                                                | 2    | 2                                                                                 | 73   |
| Future Vol, veh/h        | 63   | 18                                                                                | 35                                                                                | 2    | 2                                                                                 | 73   |
| 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         | 85   | 85                                                                                | 80                                                                                | 80   | 85                                                                                | 85   |
| Heavy Vehicles, %        | 2    | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 74   | 21                                                                                | 44                                                                                | 3    | 2                                                                                 | 86   |

| Major/Minor          | Major1 | Major2 | Minor2        |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 46     | 0      | 0 214 45      |
| Stage 1              | -      | -      | - 45 -        |
| Stage 2              | -      | -      | - 169 -       |
| 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   | 1561   | -      | - 774 1025    |
| Stage 1              | -      | -      | - 977 -       |
| Stage 2              | -      | -      | - 860 -       |
| Platoon blocked, %   | -      | -      | -             |
| Mov Cap-1 Maneuver   | 1561   | -      | - 737 1025    |
| Mov Cap-2 Maneuver   | -      | -      | - 737 -       |
| Stage 1              | -      | -      | - 931 -       |
| Stage 2              | -      | -      | - 860 -       |

| Approach               | EB   | WB | SB   |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 5.77 | 0  | 8.89 |
| HCM LOS                |      |    | A    |

| Minor Lane/Major Mvmt     | EBL   | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)          | 1400  | -   | -   | -   | 1014  |
| HCM Lane V/C Ratio        | 0.047 | -   | -   | -   | 0.087 |
| HCM Control Delay (s/veh) | 7.4   | 0   | -   | -   | 8.9   |
| HCM Lane LOS              | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh)     | 0.1   | -   | -   | -   | 0.3   |



**LINCOLN 89 CIRCLE K  
LINCOLN DRIVE/STATE ROUTE 89A (SR 89A)  
TRAFFIC IMPACT ANALYSIS**

**APPENDIX**

**Turn Lane Calculations**



|                                              |                          |                   |
|----------------------------------------------|--------------------------|-------------------|
| <b>Un-Signalized Intersection</b>            |                          | (Right Turn Lane) |
| <b>Location:</b>                             | South Access/SR 89A      |                   |
| <b>Approach/Leg:</b>                         | Eastbound                |                   |
| <b>2030 With Project</b>                     |                          |                   |
| V = vehicles per hour                        | Vehicle Length =         | 25 feet           |
| <b>AM Peak Hour</b>                          |                          |                   |
| V = 63 vph                                   | Synchro 95th Queue =     | 0.1 vehicles      |
| S = Storage = Synchro Queue x Vehicle Length |                          |                   |
| S (ft) =                                     | 0.1 vehicles X 25 feet = | 3 feet            |
| Minimum Recommended Storage:                 |                          | 25 feet           |

---

|                                              |                        |                   |
|----------------------------------------------|------------------------|-------------------|
| <b>Un-Signalized Intersection</b>            |                        | (Right Turn Lane) |
| <b>Location:</b>                             | West Access/SR 89A     |                   |
| <b>Approach/Leg:</b>                         | Northbound             |                   |
| <b>2030 With Project</b>                     |                        |                   |
| V = vehicles per hour                        | Vehicle Length =       | 25 feet           |
| <b>AM Peak Hour</b>                          |                        |                   |
| V = 97 vph                                   | Synchro 95th Queue =   | 0 vehicles        |
| S = Storage = Synchro Queue x Vehicle Length |                        |                   |
| S (ft) =                                     | 0 vehicles X 25 feet = | 0 feet            |
| Minimum Recommended Storage:                 |                        | 0 feet            |

May 24, 2025



RE: Lincoln 89 Circle K Traffic Study Review

The following comments are provided by A-Trans Engineering, LLC for the Lincoln 89 Circle K Traffic Impact Analysis by Southwest Traffic Engineering, LLC dated May 12, 2025. The site is located on the northeast corner of Lincoln Drive and State Route 89A in Clarkdale, Arizona.

It is our opinion that the traffic study was executed per industry standards and we concur with the trip generation, origin destination and trip assignment, capacity analysis and queue analysis performed within the study. The following comments and clarifications request for the study are provided.

- Page 14 and 18: Please provide the pass-by factors reference as the 76% AM and 75% PM seems higher than the “Recommended Practices from ITE”. Also, your pass-by traffic represents 10%-20% of the existing traffic on the road implying that between 1 on 5 to 10 vehicles on the road will stop at this facility. Is this realistic for a pass-by rate on a road with relatively low traffic?
- Page 16: It appears in the Appendix that you used the Synchro 12 which is the 7<sup>th</sup> Edition of HCM but report says Synchro 11 and the 6<sup>th</sup> edition of the HCM.
- Page 29: The right turn lane for the West Access is appropriate and we concur with the recommendation.

The primary issue is that the eastbound left turn at the south access on Lincoln Drive does meet the requirements for a left turn but the traffic study is not recommending one.

- Page 29: Since the emphasis on why not to build the eastbound left turn lane on Lincoln Drive at the south access is because it ends a ¼ mile to the east, please confirm that no future extension or development is planned to the north or east of the current development which would increase future traffic along Lincoln Drive.
- If the development does not want to build the eastbound left turn and there is very little traffic coming from the east, was there consideration for having the south access be a RIRO and let the traffic from the north (traveling southbound) use the roundabout for a U-turn and travel back to the west access?

Please let me know if you have any questions.

Sincerely,  
**A-Trans Engineering**

A handwritten signature in black ink that reads "Joseph Perrin, Jr.".

Joseph Perrin, PhD, PE, PTOE  
Principal



EXPIRES 03-31-27



## Waldy Coronado

---

**From:** Waldy Coronado  
**Sent:** Wednesday, March 25, 2026 5:18 PM  
**To:** 'cking2@azdot.gov'  
**Cc:** Michael Caylor; Garrett Bales; Jessica Ogle; Marc Olson; Chi Dinh; Chris Johnson; Andrew Smigielski; Sean McCarley  
**Subject:** T132567, SR89A, MP 350.19 - Circle K Lincoln and SR89A - Town of Clarkdale stipulations coordination  
**Attachments:** Comment Review #4\_ 10.14.25 (2).docx; Circle K Clarkdale - Site Plan - Lincoln Median Coordination (3-25-26).pdf; I89ck tia SEALED 251001 Approved.pdf

Hi Chuck,

My name is Waldy Coronado and I'm part of the civil engineering team working on the Circle K project at the NEC of SR89A and Lincoln Drive, in Clarkdale, AZ. The approved TIA and ADOT approval letter for the TIA for this project are attached for your reference.

The project recently received Planning Commission recommendation for approval with stipulations for the Conditional Use Permit. One of the stipulations requests that we coordinate with ADOT regarding potential improvements to the median on Lincoln Drive to further limit left-turn movements in and out of the Circle K site.

The approved TIA for Circle K did not identify a need for additional restrictions. Based on the analysis, a raised median is already in place along Lincoln Drive, beginning at the SR89A intersection and extending approximately 2' pass the proposed Circle K driveway that will be installed on the west bound side of Lincoln Drive (see attached exhibit). This existing configuration already restricts left turn movements on Lincoln Drive for adjacent properties near the intersection.

With that in mind, we would appreciate your input on whether ADOT sees a need for any additional median improvements. If so, any guidance the ADOT staff can provide on the type and extent of improvements would be very helpful.

Please let me know if you need any additional information.

Thank you and have a great rest of your day.

**Waldy Coronado**

**Project Coordinator**

[waldy.coronado@westwoodps.com](mailto:waldy.coronado@westwoodps.com)

**Cell** (480) 495-8632

**Westwood**

6909 East Greenway Parkway, Suite 250  
Scottsdale, AZ 85254

**[westwoodps.com](http://westwoodps.com)**

**(888) 937-5150**

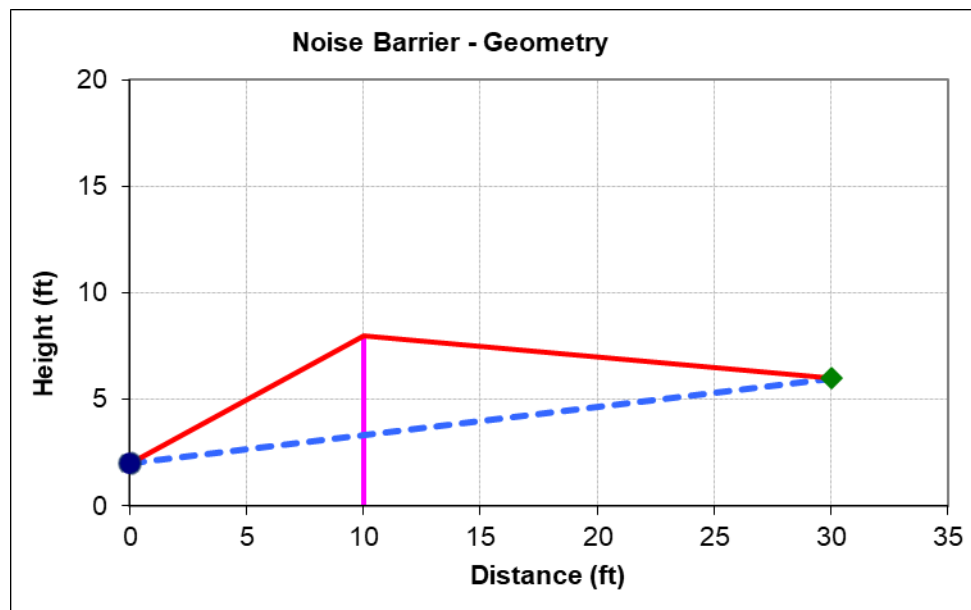
## MEMORANDUM

TO: Jessica Ogle, CESO  
 FROM: Erik Miller-Klein, Tenor Engineering  
 DATE: March 30, 2026  
 PROJECT: Circle K - Clarkdale, AZ  
 SUBJECT: Acoustical Effect of Perimeter Wall

This memorandum is a summary of our acoustical analysis of a 6'-0" and 8'-0" barrier wall along the northeast side of the proposed Circle K gas and convenience store in Clarkdale, Arizona.

### Barrier Geometry

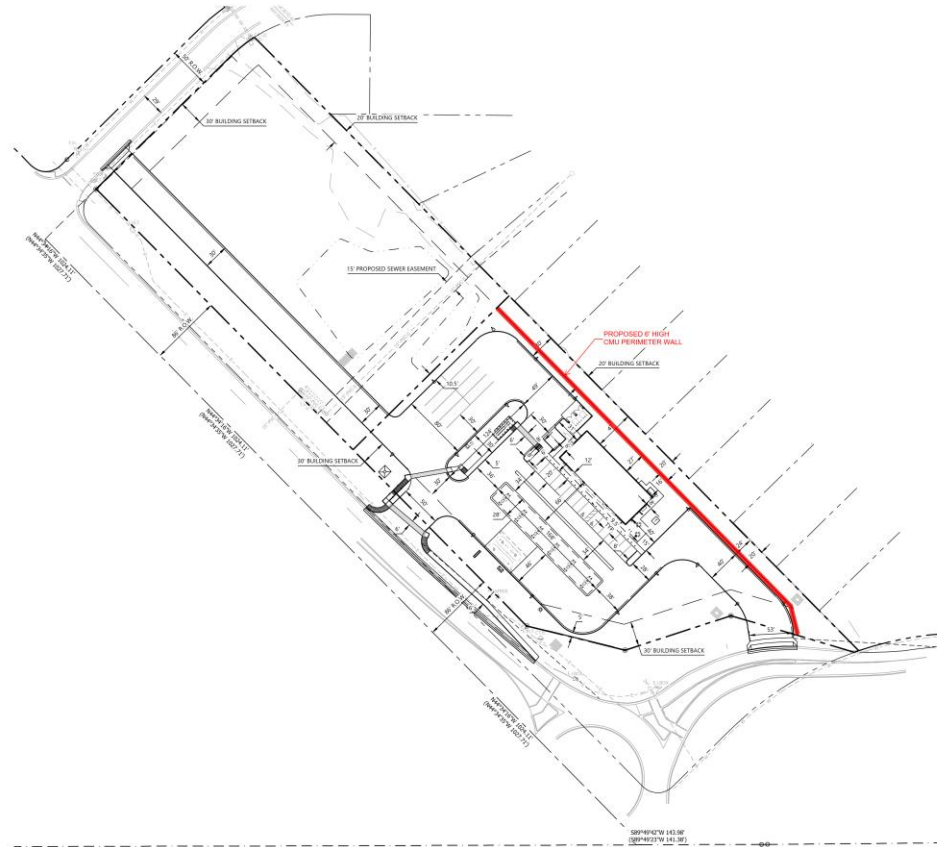
The acoustical effectiveness of screens or barriers is primarily based on the diffraction of sound around the obstruction (i.e., screen, barrier, building, etc) and secondarily on the surface weight of the obstruction. The diffraction effectiveness for sound reduction is based on the path-length difference from the noise source to the nearest listener (dashed blue below) in comparison to the geometric path from the source to the top of the screen/barrier and from the top of the screen/barrier to the listener (solid red below), as shown in the diagram below.



The greater the red length minus the dashed blue length, the more acoustically effective the barrier is at reducing the sound. This is based on the frequency of sound, which is associated with the wavelength of the sound energy. Simply, barriers and screens are more effective at reducing high-frequency sound (i.e., human voices, chimes, bells, etc.) than low-frequency sound (i.e., diesel engines, bass speakers, etc.).



The estimated overall sound reduction for the proposed CMU perimeter wall was completed for a 6'-0" and 8'-0" wall, considering the downward slope from the wall to the shared property line and using average idle and slow speed automobile measurements taken at a Phoenix area car wash and gas station.



**Figure 1: Proposed Perimeter Wall in red**

### Property Line Comparison

The estimated average sound reduction from a 6'-0" CMU screen to the shared property line, the back of the neighbors' yards (not including their own fencing), is 10 dBA. Increasing the screen to 8'-0" would improve the noise reduction to 13 dBA; if you could hear these side-by-side, it would sound like a 15% improvement, which for most people is a barely perceptible difference.

Nearest Residential Building

The estimated average sound reduction from a 6'-0" CMU screen to the nearest residential windows, not including the existing fences, is 9 dBA. Increasing the screen to 8'-0" would improve the noise reduction to 12 dBA; if you could hear these side-by-side, it would sound like a 15% improvement, which for most people is a barely perceptible difference. In both cases, the predicted noise from most vehicle traffic at the Circle K with either height perimeter wall is estimated to be less than 45 dBA at the nearest residential windows, which should make the Circle K traffic barely audible and quieter than the current Highway 89A traffic.

The proposed perimeter wall will also reduce traffic noise from Highway 89A, make the outdoor spaces quieter than they currently are, and reduce the overall traffic noise to these residences.

Please contact us with any questions or additional coordination.

All the best,



ERIK MILLER-KLEIN, PE, INCE BOARD CERTIFIED  
PRINCIPAL OF ACOUSTICAL ENGINEERING



TENOR ENGINEERING GROUP LLC

206.899.5450 / OFFICE

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[ERIK.MK@TENOR-ENG.COM](mailto:ERIK.MK@TENOR-ENG.COM)

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March 31, 2026

Community Development Department  
Town of Clarkdale  
P.O. Box 308  
Clarkdale, AZ 86324

Re: Perimeter Wall Height Sound Buffering Civil Engineering Analysis (6 ft vs 8 ft)

Circle K  
HWY 89A & Lincoln Drive, Clarkdale, AZ  
Westwood Project No. R0058494.00

Per the Planning Commission request, we have prepared this document to present the civil engineering analysis comparing a 6-foot high perimeter wall to an 8-foot high perimeter wall for buffering sound from the proposed Circle K store at the northeast corner of HWY 89A and Lincoln Drive, to the properties adjacent to the northeast side of the site.

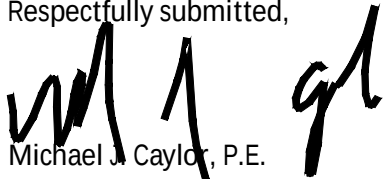
From a civil engineering perspective, the existing and proposed topographic conditions indicate that increasing the wall height from 6 feet to 8 feet would not result in a meaningful increase in effective buffering, as the relative grade differences already provide additional vertical separation between the Circle K Site and the adjacent northeast properties.

In addition to the perimeter wall, the Circle K building has been strategically located toward the rear of the site to further reduce noise impacts. The building, which is approximately 20' in height, will serve as a more substantial sound barrier than the 8' wall alone.

Attached to this document are pdf's of the preliminary grading and drainage plan, which illustrate the elevation differences between the proposed Circle K site and the existing properties to the northeast. Also included are site sections showing the location and effective height of the proposed 6-foot high perimeter wall in relation to the adjacent properties.

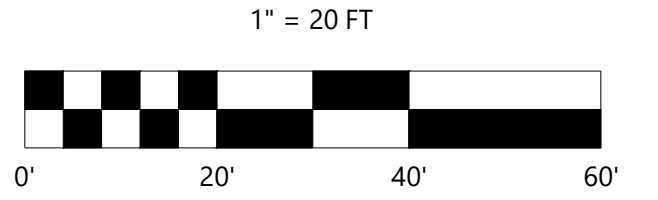
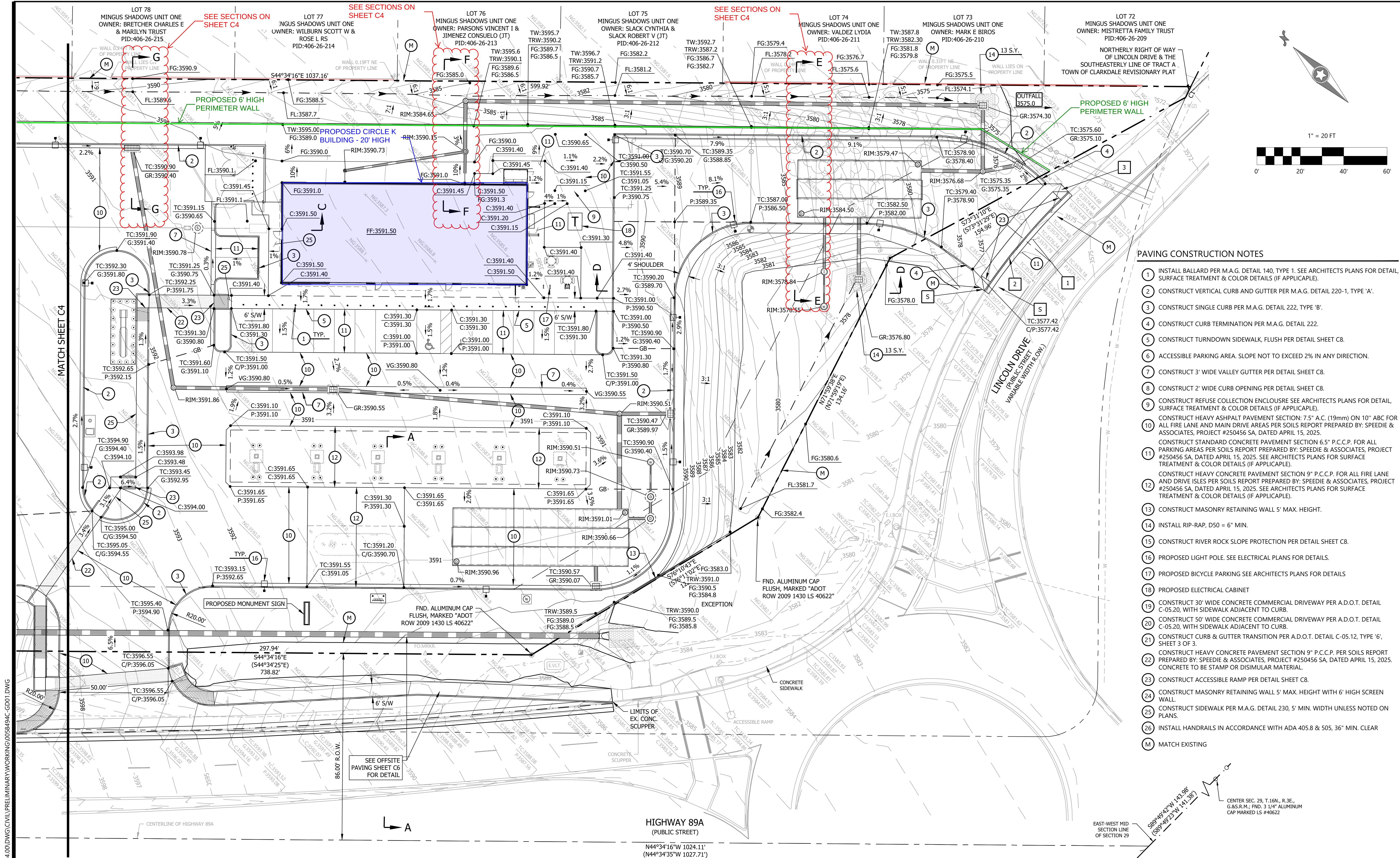
In conclusion, the proposed 6-foot perimeter wall, together with the site grading and building configuration, achieves an effective buffering condition consistent with the project's design intent.

Respectfully submitted,



Michael J. Caylor, P.E.  
Westwood Professional Services, Inc.  
6909 E. Greenway Pkwy. Ste. 250  
Scottsdale, AZ 85254  
[Michael.caylor@westwoodps.com](mailto:Michael.caylor@westwoodps.com)





PAVING CONSTRUCTION NOTES

1. INSTALL BALLARD PER M.A.G. DETAIL 140, TYPE 1. SEE ARCHITECTS PLANS FOR DETAIL, SURFACE TREATMENT & COLOR DETAILS (IF APPLICABLE).
  2. CONSTRUCT VERTICAL CURB AND GUTTER PER M.A.G. DETAIL 220-1, TYPE 'A'.
  3. CONSTRUCT SINGLE CURB PER M.A.G. DETAIL 222, TYPE 'B'.
  4. CONSTRUCT CURB TERMINATION PER M.A.G. DETAIL 222.
  5. CONSTRUCT TURNDOWN SIDEWALK, FLUSH PER DETAIL SHEET C8.
  6. ACCESSIBLE PARKING AREA. SLOPE NOT TO EXCEED 2% IN ANY DIRECTION.
  7. CONSTRUCT 3' WIDE VALLEY GUTTER PER DETAIL SHEET C8.
  8. CONSTRUCT 2' WIDE CURB OPENING PER DETAIL SHEET C8.
  9. CONSTRUCT REFUSE COLLECTION ENCLOSURE SEE ARCHITECTS PLANS FOR DETAIL, SURFACE TREATMENT & COLOR DETAILS (IF APPLICABLE).
  10. CONSTRUCT HEAVY ASPHALT PAVEMENT SECTION: 7.5" A.C. (19mm) ON 10" ABC FOR ALL FIRE LANE AND MAIN DRIVE AREAS PER SOILS REPORT PREPARED BY: SPEEDIE & ASSOCIATES, PROJECT #250456 SA, DATED APRIL 15, 2025.
  11. CONSTRUCT STANDARD CONCRETE PAVEMENT SECTION 6.5" P.C.C.P. FOR ALL PARKING AREAS PER SOILS REPORT PREPARED BY: SPEEDIE & ASSOCIATES, PROJECT #250456 SA, DATED APRIL 15, 2025. SEE ARCHITECTS PLANS FOR SURFACE TREATMENT & COLOR DETAILS (IF APPLICABLE).
  12. CONSTRUCT HEAVY CONCRETE PAVEMENT SECTION 9" P.C.C.P. FOR ALL FIRE LANE AND DRIVE ISLES PER SOILS REPORT PREPARED BY: SPEEDIE & ASSOCIATES, PROJECT #250456 SA, DATED APRIL 15, 2025. SEE ARCHITECTS PLANS FOR SURFACE TREATMENT & COLOR DETAILS (IF APPLICABLE).
  13. CONSTRUCT MASONRY RETAINING WALL 5' MAX. HEIGHT.
  14. INSTALL RIP-RAP, D50 = 6" MIN.
  15. CONSTRUCT RIVER ROCK SLOPE PROTECTION PER DETAIL SHEET C8.
  16. PROPOSED LIGHT POLE. SEE ELECTRICAL PLANS FOR DETAILS.
  17. PROPOSED BICYCLE PARKING SEE ARCHITECTS PLANS FOR DETAILS
  18. PROPOSED ELECTRICAL CABINET
  19. CONSTRUCT 30' WIDE CONCRETE COMMERCIAL DRIVEWAY PER A.D.O.T. DETAIL C-05.20, WITH SIDEWALK ADJACENT TO CURB.
  20. CONSTRUCT 50' WIDE CONCRETE COMMERCIAL DRIVEWAY PER A.D.O.T. DETAIL C-05.20, WITH SIDEWALK ADJACENT TO CURB.
  21. CONSTRUCT CURB & GUTTER TRANSITION PER A.D.O.T. DETAIL C-05.12, TYPE '6', SHEET 3 OF 3.
  22. CONSTRUCT HEAVY CONCRETE PAVEMENT SECTION 9" P.C.C.P. PER SOILS REPORT PREPARED BY: SPEEDIE & ASSOCIATES, PROJECT #250456 SA, DATED APRIL 15, 2025. CONCRETE TO BE STAMP OR DISIMULAR MATERIAL.
  23. CONSTRUCT ACCESSIBLE RAMP PER DETAIL SHEET C8.
  24. CONSTRUCT MASONRY RETAINING WALL 5' MAX. HEIGHT WITH 6' HIGH SCREEN WALL.
  25. CONSTRUCT SIDEWALK PER M.A.G. DETAIL 230, 5' MIN. WIDTH UNLESS NOTED ON PLANS.
  26. INSTALL HANDRAILS IN ACCORDANCE WITH ADA 405.8 & 505, 36" MIN. CLEAR
- (M) MATCH EXISTING

OFFSITE REMOVALS / RELOCATIONS

1. REMOVE EXISTING ASPHALT PAVEMENT, 2' MINIMUM WIDTH
2. REMOVE EXISTING CONCRETE CURB
3. REMOVE EXISTING CONCRETE SIDEWALK
4. RELOCATE EXISTING SIGN
5. SAWCUT

| CURVE TABLE |         |        |          |
|-------------|---------|--------|----------|
| CURVE #     | RADIUS  | LENGTH | DELTA    |
| C1          | 407.59' | 5.54'  | 0°46'44" |

PRELIMINARY NOT FOR  
CONSTRUCTION 2026-01-16



SHEET NUMBER:

C3 OF 13

DATE: 2026-01-16

PROJ: 005849400



GRADING PLAN  
CIRCLE K - CLARKDALE  
HIGHWAY 89A & LINCOLN DR  
TOWN OF CLARKDALE, ARIZONA

Westwood

6000 East Greenway Parkway, Suite 250  
Clarkdale, AZ 85304  
Phone: (480) 747-6558  
Fax: (480) 367-6025  
www.westwoodps.com

| DESIGNED: | CHECKED: | DRAWN: | FIELD CREW: | FIELD WORK DATE: | SCALE:   | HORIZONTAL: | VERTICAL: |
|-----------|----------|--------|-------------|------------------|----------|-------------|-----------|
|           |          |        |             |                  | 1" = 20' | 1" = 20'    | 1" = 20'  |

INITIAL ISSUE: 2025-09-04

REV: 1

REV: 2

REV: 3

REV: 4

REV: 5

REV: 6

REV: 7

REV: 8

REV: 9

REV: 10

REV: 11

REV: 12

REV: 13

REV: 14

REV: 15

REV: 16

REV: 17

REV: 18

REV: 19

REV: 20

REV: 21

REV: 22

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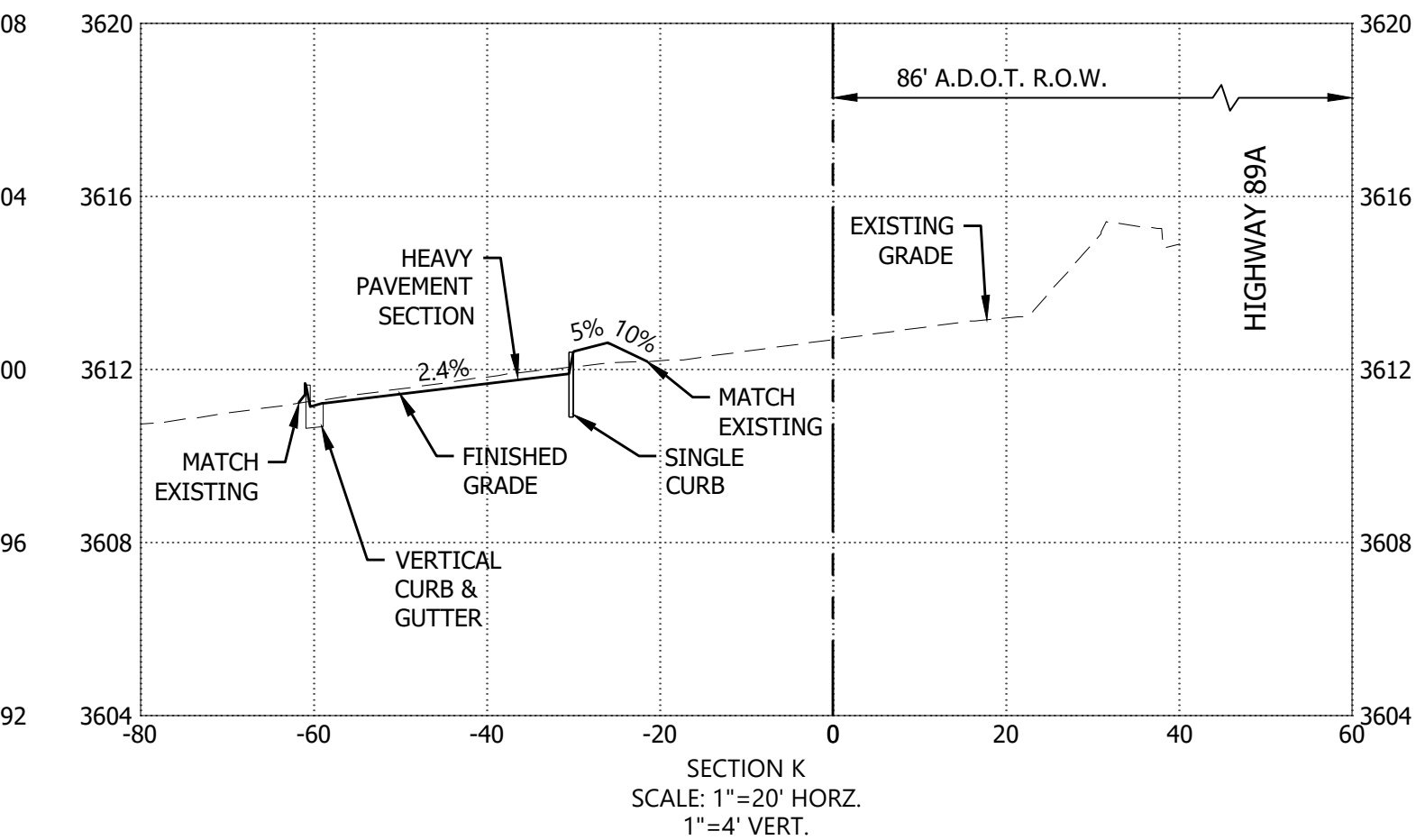
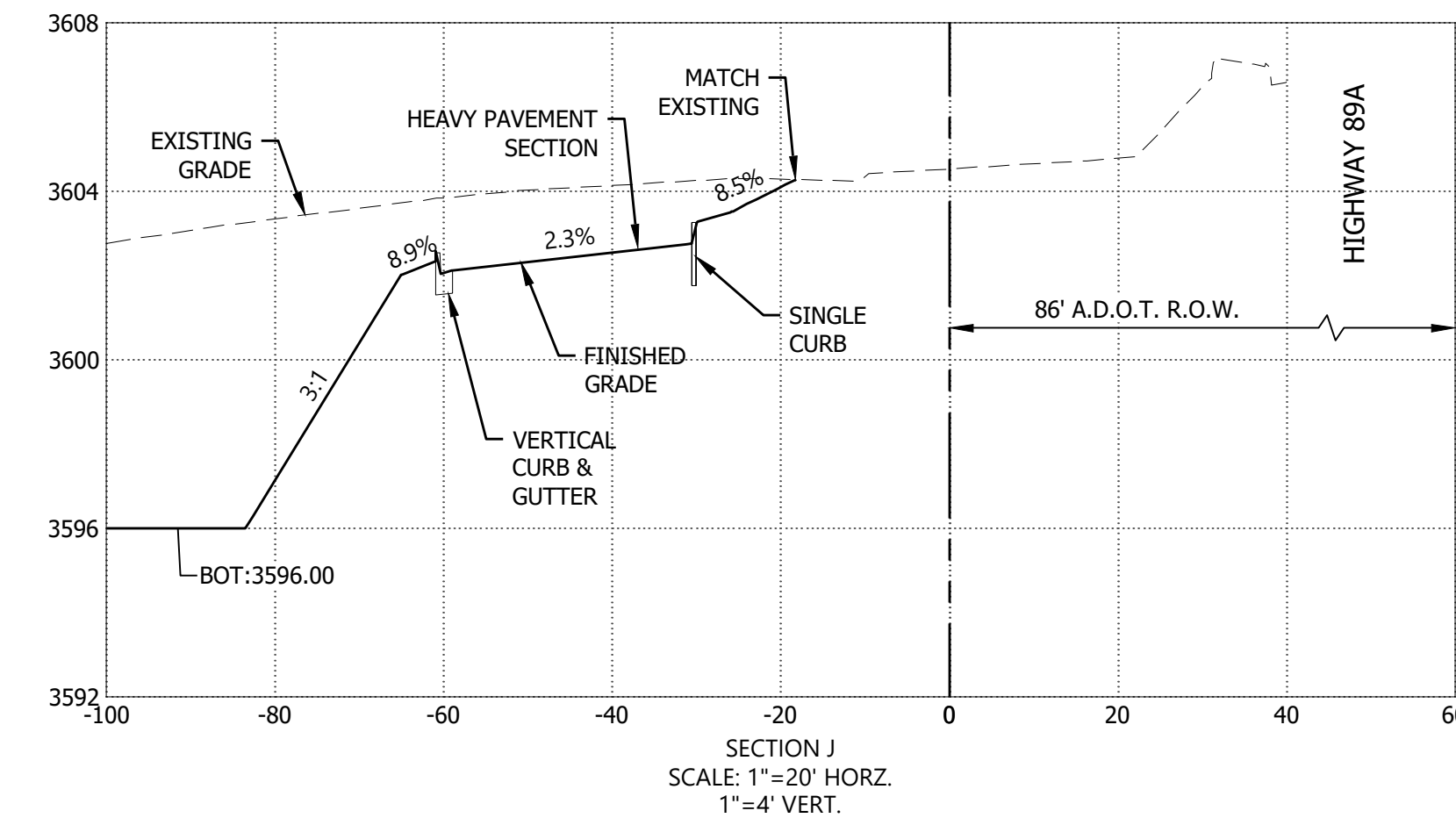
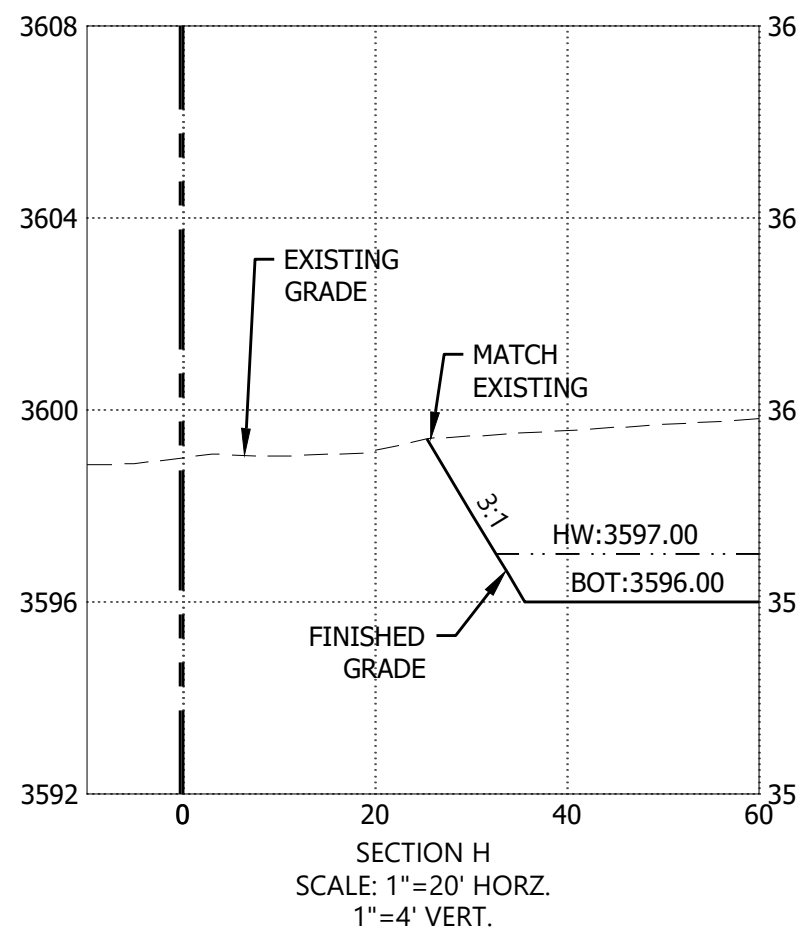
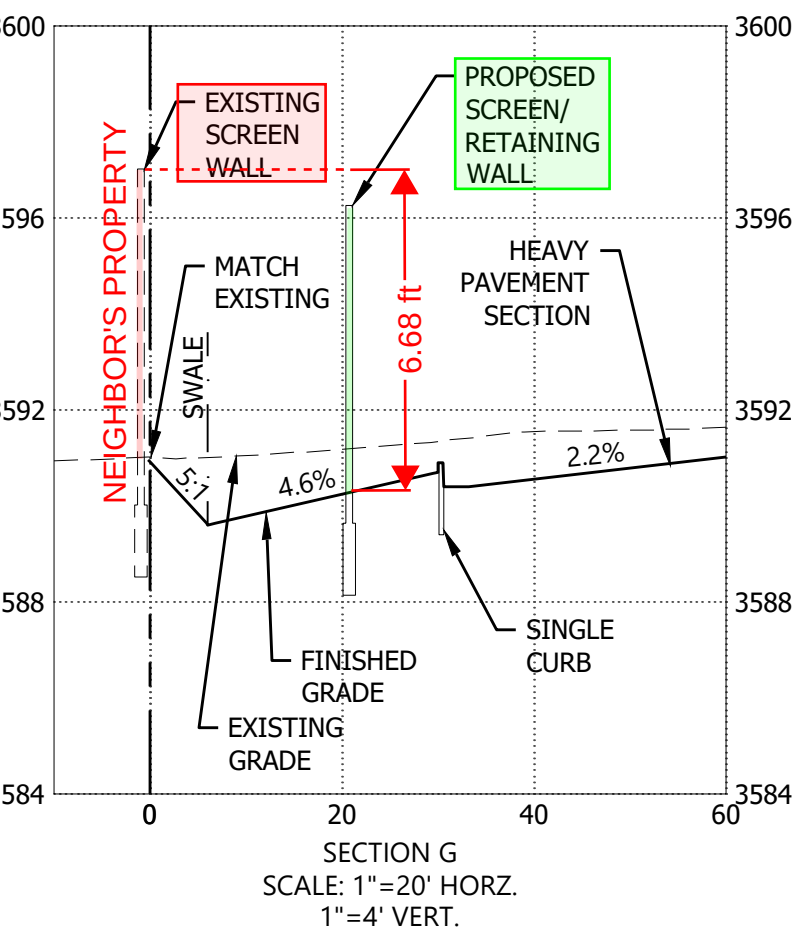
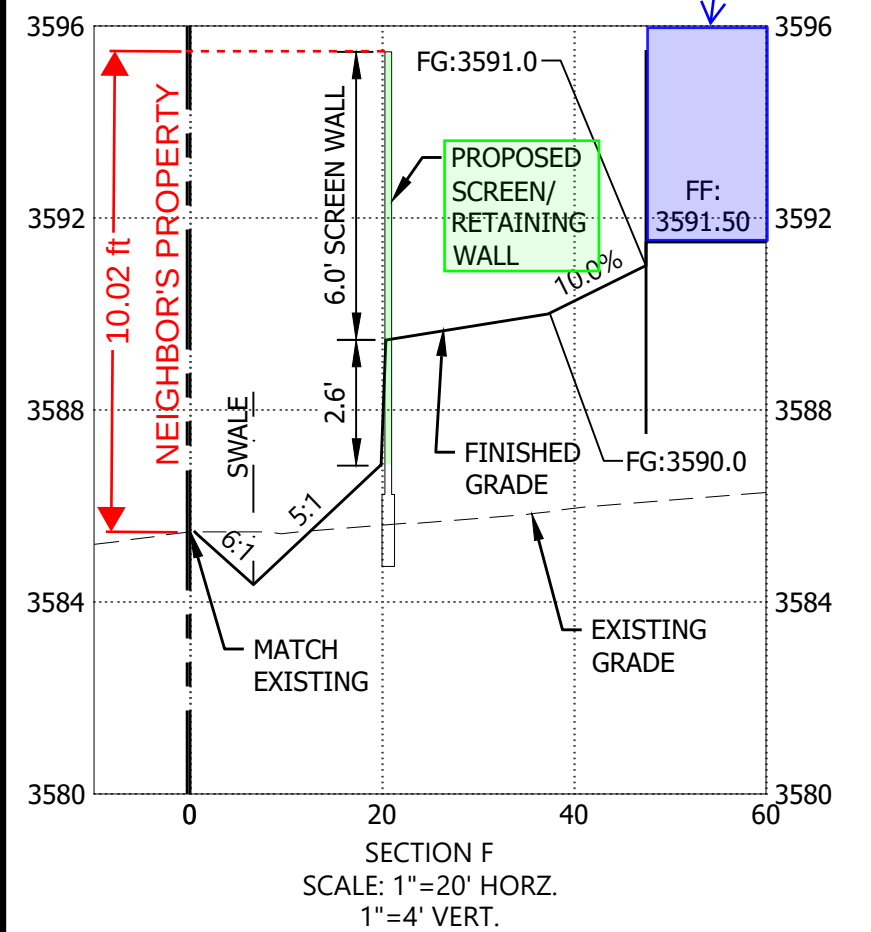
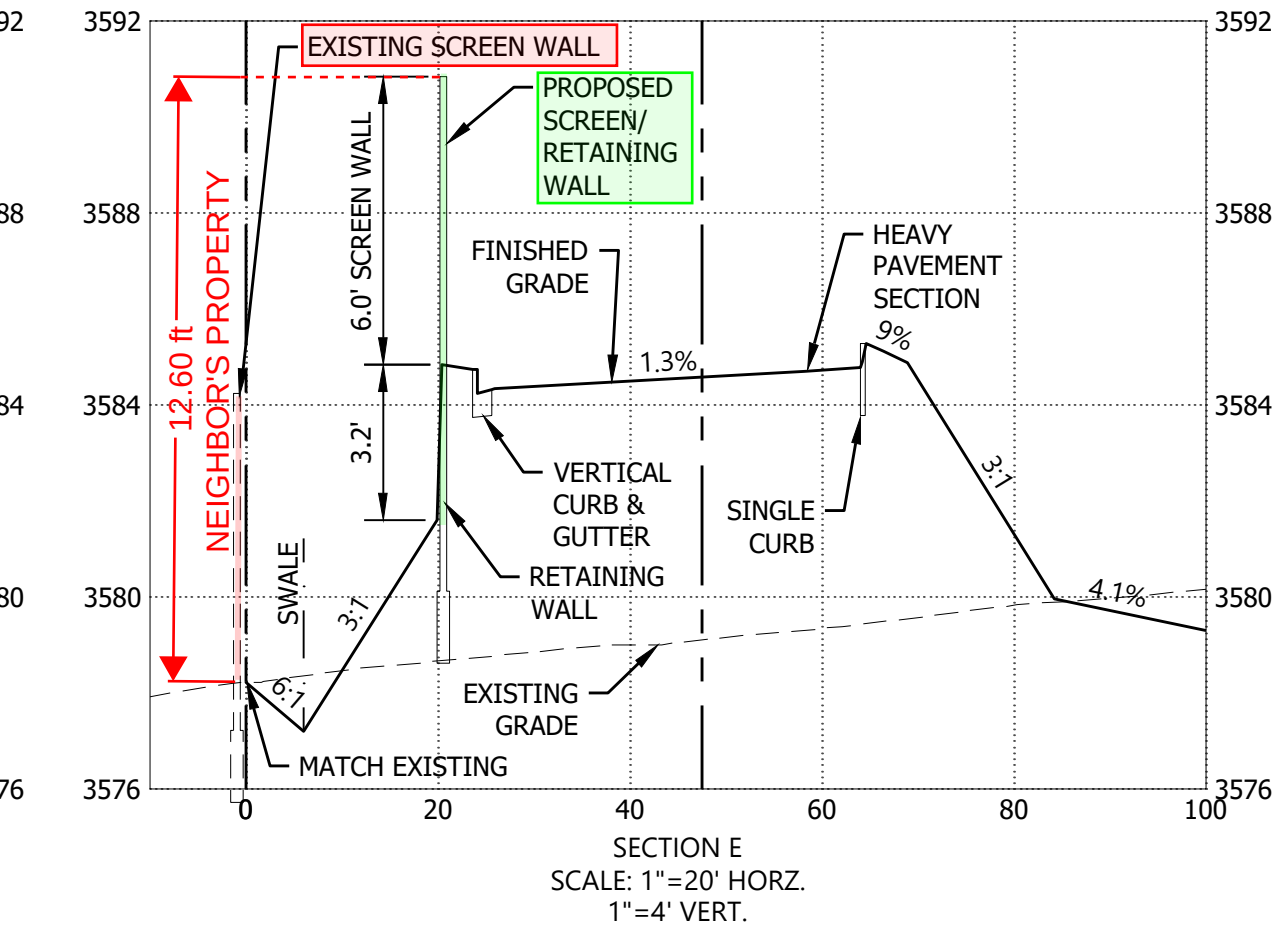
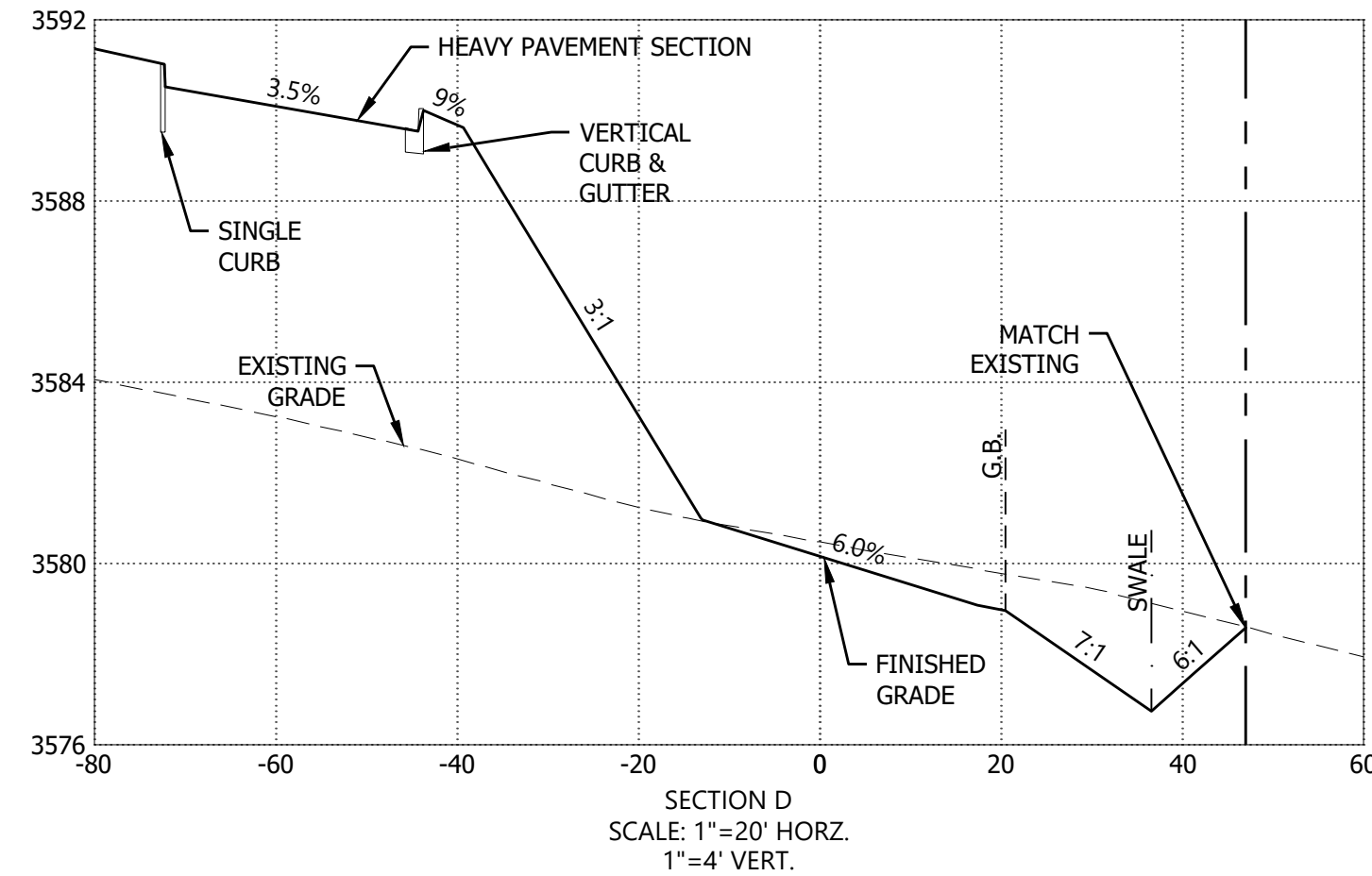
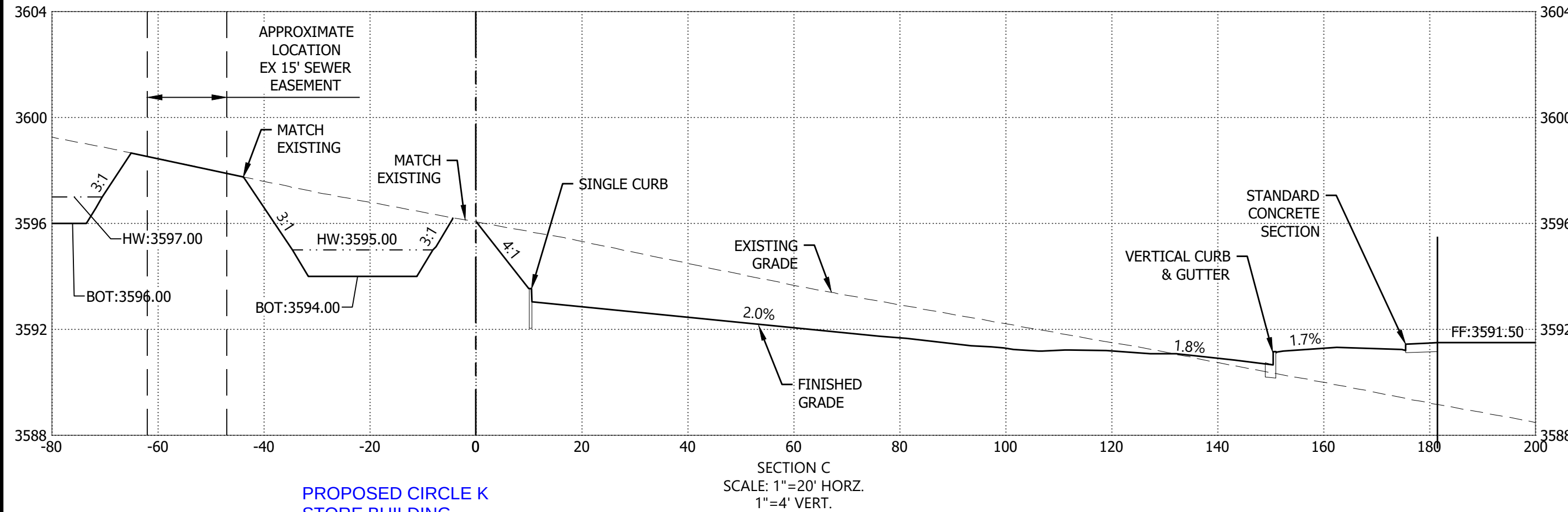
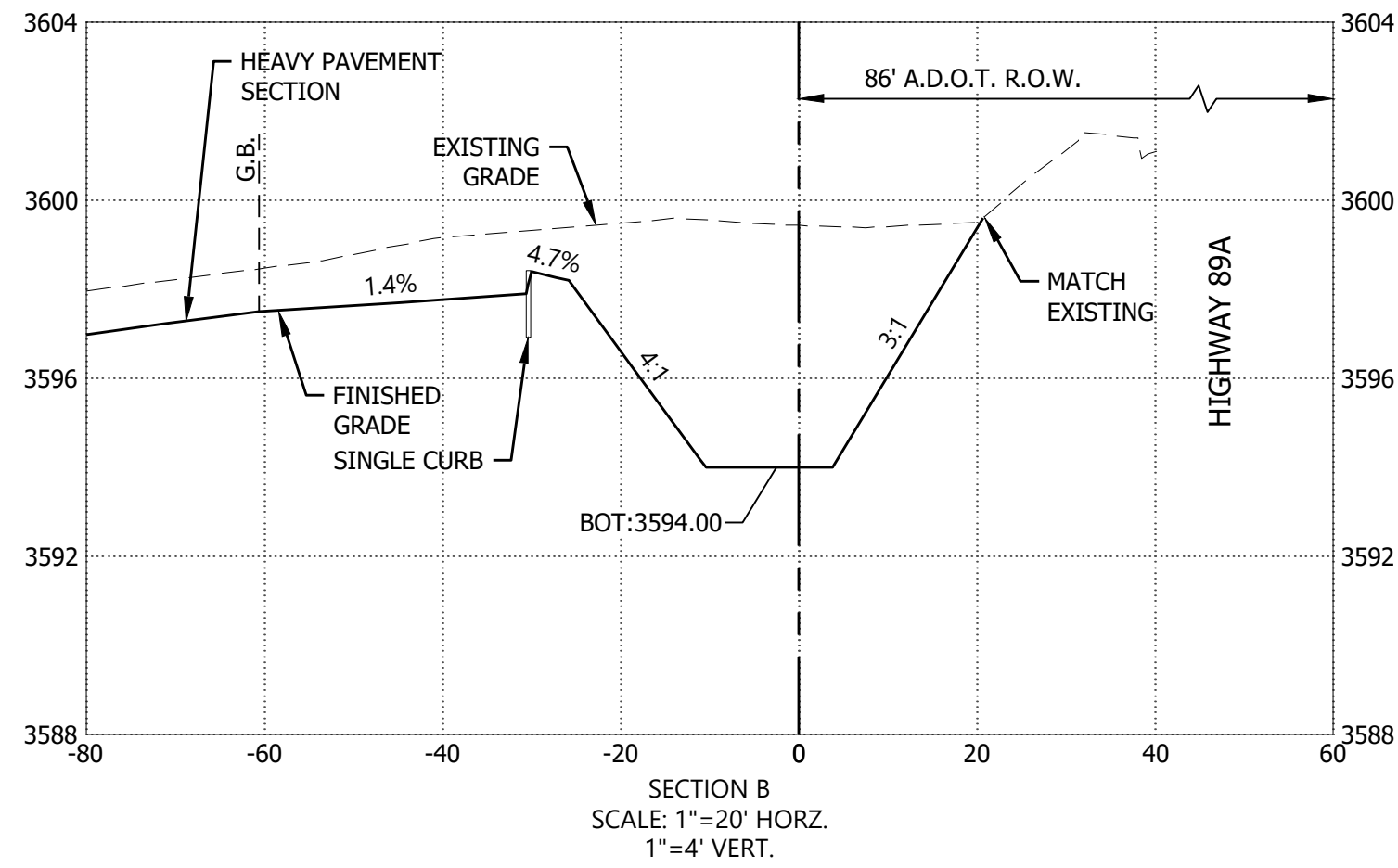
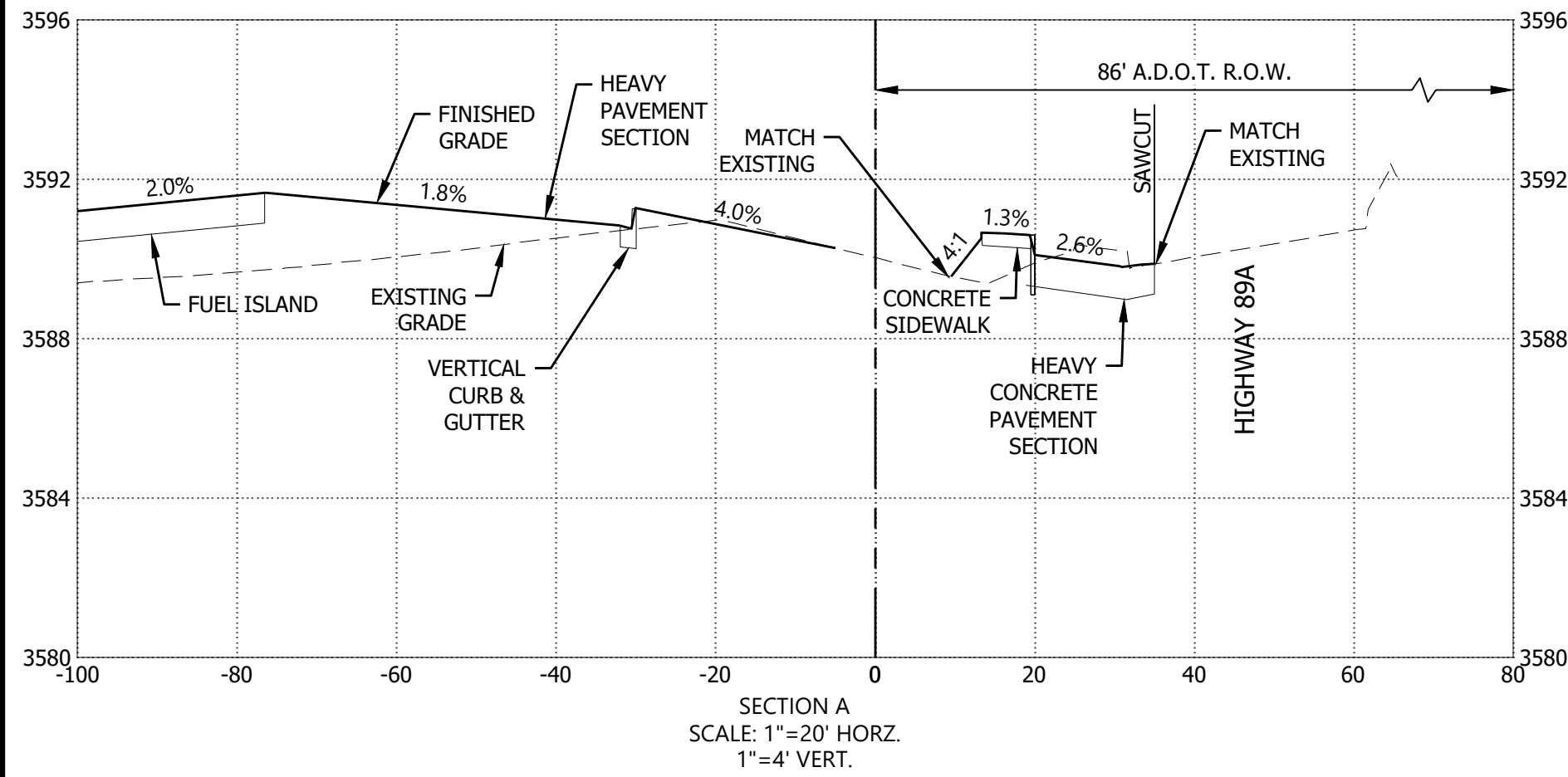
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PRELIMINARY NOT FOR  
CONSTRUCTION 2026-01-16



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|----------------|------------|--------|-------------|------------------|----------------------------|-------------------------|
| DESIGNED:      | CHECKED:   | DRAWN: | FIELD CREW: | FIELD WORK DATE: | SCALE: 1" = 20' HORIZONTAL | SCALE: 1" = 4' VERTICAL |
| INITIAL ISSUE: | 2025-09-04 | REV:   | REV:        | REV:             | REV:                       | REV:                    |

**Westwood**  
Phone (480) 747-6558  
Fax (480) 367-6025  
westwoodps.com

6909 East Greenway Parkway, Suite 250  
Westwood Professional Services, Inc.

GRADING SECTIONS  
CIRCLE K - CLARKDALE  
HIGHWAY 89A & LINCOLN DR  
TOWN OF CLARKDALE, ARIZONA



SHEET NUMBER: C7 OF 13  
DATE: 2026-01-16  
PROJ: 005849400



# Staff Report

Item Number: 6.D.

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**Agenda Item:****PUBLIC HEARING: Resolution #1758 - Authorization to Submit Applications and Implement 2026 Community Development Block Grant (CDBG) Project Funding.**

The Council will hold the second required public hearing to take comments on Resolution #1758, authorizing staff to submit applications and implement 2026 Community Development Block Grant (CDBG) project funding.

**Staff Contact:**

D.K. Green, Grants Manager/Assistant to the Town Manager

**Meeting Date:**

April 14, 2026

**Strategic Goal:**

This agenda item supports the following Clarkdale Strategic Goal Area:

- Goal Area 1 - Enhance the quality of life for residents, businesses and visitors to Clarkdale.
- Goal Area 2 - Enhance the quality and availability of parks, recreation and cultural opportunities.

**Background:**

The Town of Clarkdale Town Council will decide which eligible project presented will best suit the needs of the community at this time. CDBG is a federal program through the U.S. Department of Housing and Urban Development that supports housing and community development projects primarily benefiting low and moderate-income (LMI) residents.

Clarkdale last received CDBG funding in the 2022/2023 cycle, and the funds were used to revitalize Caballero Park in the Patio Park neighborhood. The Town is scheduled to apply for CDBG again during the 2026 funding cycle. The town's estimated allocation for this cycle is \$312,472.

CDBG Requirements & Criteria (1 of 3 criteria must be met):

- At least 51% of the persons who benefit from the project must be low to moderate income (LMI);
- The project must aid in the prevention or elimination of slums or blight; or
- The project must solve an urgent health/safety hazard.



### **Next Steps and Timeline:**

Following this public hearing and Council decision, the completed CDBG application will be submitted to NACOG by June 5, 2026. Once approved by NACOG, the application will then be submitted to ADOH by Aug. 1, 2026. ADOH confirmation of funding should be received by approximately Jan. 1, 2027.

### **Eligible Projects for Selection:**

- Centerville Fire Flows and Water Improvements: This project will replace old and undersized water mains and provide a secondary water supply for the neighborhood to improve fire flow rates and reduce pressure drops for residents during peak demand. The estimated cost is at least \$400,000 and \$300,000 CDBG is needed.
- Centerville Park Accessibility Improvements: Addressing "high-priority" safety hazards (structural fatigue/material degradation) and to ensure ADA accessibility in playground surfacing and restrooms. The 2025 Safety Inspection Report classifies this park as a high-priority concern due to structural fatigue and component failure of 20-year-old equipment. Current restroom "open-entry" designs pose security risks, while existing sand substrates create physical barriers that exclude residents with disabilities. The estimated cost is at least \$312,472 and \$312,472 CDBG is needed.
- Verde Valley Habitat for Humanity Critical Home Repair Program (CHRP): Many Clarkdale residents are unable to make crucial home repairs due to age, disability or finance-related reasons. Through the CHRP, Verde Valley Habitat for Humanity will determine qualified applicants, assess repair needs, manage arrangements for repairs and provide necessary oversight of projects. The estimated cost is at least \$144,000 and \$144,000 CDBG is needed.

Attachments to consider are under Item 6.E.

### **Budget Impact:**

The Town of Clarkdale is anticipated to receive approximately \$312,472 in CDBG funds for the 2026 funding cycle. These funds do not require Town General Fund resources for project costs. Administrative expenses will be paid from the grant within allowable limits, and any associated staff time will be absorbed within existing resources. Acceptance of the grant is not expected to create ongoing operational or maintenance costs beyond normal service levels. Overall, the CDBG program has a positive fiscal impact, allowing the Town to address eligible community development needs without increasing local taxes or long-term financial obligations.

**Recommendation:** Public hearing. No recommendation.







# Staff Report

Item Number: 6.E.

---

**Agenda Item:****Resolution #1758 - Authorization to Submit Applications and Implement 2026 Community Development Block Grant (CDBG) Project Funding.**

Discuss, consider and act upon Resolution #1758, authorizing staff to submit applications and implement 2026 Community Development Block Grant (CDBG) project funding.

**Staff Contact:**

D.K. Green, Grants Manager/Assistant to the Town Manager

**Meeting Date:**

April 14, 2026

**Strategic Goal:**

This agenda item supports the following Clarkdale Strategic Goal Area:

- Goal Area 1 - Enhance the quality of life for residents, businesses and visitors to Clarkdale.
- Goal Area 2 - Enhance the quality and availability of parks, recreation and cultural opportunities.

**Background:**

The Town of Clarkdale Town Council will decide which eligible project presented will best suit the needs of the community at this time. CDBG is a federal program through the U.S. Department of Housing and Urban Development that supports housing and community development projects primarily benefiting low and moderate-income (LMI) residents.

Clarkdale last received CDBG funding in the 2022/2023 cycle, and the funds were used to revitalize Caballero Park in the Patio Park neighborhood. The Town is scheduled to apply for CDBG again during the 2026 funding cycle. The town's estimated allocation for this cycle is \$312,472.

CDBG Requirements & Criteria (1 of 3 criteria must be met):

- At least 51% of the persons who benefit from the project must be low to moderate income (LMI);
- The project must aid in the prevention or elimination of slums or blight; or
- The project must solve an urgent health/safety hazard.

## **Next Steps and Timeline:**

Following this public hearing and Council decision, the completed CDBG application will be submitted to NACOG by June 5, 2026. Once approved by NACOG, the application will then be submitted to ADOH by Aug. 1, 2026. ADOH confirmation of funding should be received by approximately Jan. 1, 2027.

## **Eligible Projects for Selection:**

- Centerville Fire Flows and Water Improvements: This project will replace old and undersized water mains and provide a secondary water supply for the neighborhood to improve fire flow rates and reduce pressure drops for residents during peak demand. The estimated cost is at least \$400,000 and \$300,000 CDBG is needed.
- Centerville Park Accessibility Improvements: Addressing "high-priority" safety hazards (structural fatigue/material degradation) and to ensure ADA accessibility in playground surfacing and restrooms. The 2025 Safety Inspection Report classifies this park as a high-priority concern due to structural fatigue and component failure of 20-year-old equipment. Current restroom "open-entry" designs pose security risks, while existing sand substrates create physical barriers that exclude residents with disabilities. The estimated cost is at least \$312,472 and \$312,472 CDBG is needed.
- Verde Valley Habitat for Humanity Critical Home Repair Program (CHRP): Many Clarkdale residents are unable to make crucial home repairs due to age, disability or finance-related reasons. Through the CHRP, Verde Valley Habitat for Humanity will determine qualified applicants, assess repair needs, manage arrangements for repairs and provide necessary oversight of projects. The estimated cost is at least \$144,000 and \$144,000 CDBG is needed.

## **Budget Impact:**

The Town of Clarkdale is anticipated to receive approximately \$312,472 in CDBG funds for the 2026 funding cycle. These funds do not require Town General Fund resources for project costs. Administrative expenses will be paid from the grant within allowable limits, and any associated staff time will be absorbed within existing resources. Acceptance of the grant is not expected to create ongoing operational or maintenance costs beyond normal service levels. Overall, the CDBG program has a positive fiscal impact, allowing the Town to address eligible community development needs without increasing local taxes or long-term financial obligations.

## **Recommendation:**

Staff recommends that the Council determine the project selection ranking and approve Resolution #1758, authorizing staff to submit applications and implement 2026 Community Development Block Grant (CDBG) project



funding, and authorize the Mayor, Town Attorney and Town Clerk to execute all documents.

## **RESOLUTION #1758**

### **AUTHORIZATION TO SUBMIT APPLICATIONS AND IMPLEMENT CDBG PROJECTS**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF CLARKDALE, ARIZONA, AUTHORIZING THE SUBMISSION OF AN APPLICATION FOR FY26 STATE COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS, CERTIFYING THAT SAID APPLICATION MEETS THE COMMUNITY'S PREVIOUSLY IDENTIFIED HOUSING AND COMMUNITY DEVELOPMENT NEEDS AND THE REQUIREMENTS OF THE STATE CDBG PROGRAM, AND AUTHORIZING ALL ACTIONS NECESSARY TO IMPLEMENT AND COMPLETE THE ACTIVITIES OUTLINED IN SAID APPLICATION.**

**WHEREAS**, the Town of Clarkdale is desirous of undertaking community development activities; and

**WHEREAS**, the State of Arizona is administering the Community Development Block Grant Program; and

**WHEREAS**, the State CDBG Program requires that CDBG funds requested address one of the three Congressional mandated National Objectives; and

**WHEREAS**, the activities within this application address the community's identified housing and community development needs, including the needs of low and moderate income persons; and

**WHEREAS**, an Applicant of State CDBG funds is required to comply with the program guidelines and Federal Statutes and regulations:

**NOW, THEREFORE, BE IT RESOLVED THAT** the Mayor and Town Council of the Town of Clarkdale authorize application to be made to the State of Arizona, Department of Housing for FY26 CDBG funds, and authorize the Mayor to sign application and contract or grant documents for receipt and use of these funds for Centerville Fire Flows and Water Improvements, or Centerville Park Accessibility Improvements, or Verde Valley Habitat for Humanity Critical Home Repair Program (CHRP), and authorize the Mayor to take all actions necessary to implement and complete the activities submitted in said application(s); and

**THAT** this application for State CDBG funds meets the requirements of low- and moderate-income benefit for activities justified as benefiting low- and moderate-income persons, aids in the prevention or elimination of slum and blight or addresses an urgent need which poses a threat to health; and

**THAT**, the Mayor and Town Council shall rank the afore-mentioned projects, with 1. being the most popular project and 3. being the least popular project; and

**THAT**, the ranking shall be presented as Exhibit A of this resolution; and

**THAT**, the Town of Clarkdale will comply with all State CDBG Program guidelines, Federal Statutes and regulations applicable to the State CDBG Program and the certifications contained in the(these) application(s).



**PASSED and ADOPTED** by the Town Council of Clarkdale this 14 day of April 2026.

**ATTEST:**

\_\_\_\_\_  
**Charity Brooks, Town Clerk**

\_\_\_\_\_  
**Robyn Prud'homme-Bauer, Mayor**

**APPROVED AS TO FORM:**

\_\_\_\_\_  
**Stephen W. Polk, Town Attorney**

**Exhibit A**

**RESOLUTION #1758**

**Project Selection Ranking**

Project Selection Ranking

- 1.
- 2.
- 3.



## REQUEST FOR COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDING

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| Name: Chell Smart                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Date: 3/4/2026                                                                              |
| Representing: Town of Clarkdale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Phone: 928-639-2460                                                                         |
| The project is:<br><div style="text-align: center;">Centerville Park Accessibility Improvements Project</div>                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                             |
| <u>How will the CDBG funds be used?</u><br>To replace an end-of-life playground system and modernize restrooms to meet current ASTM and ADA safety and accessibility standards. Funds will specifically procure ASTM-certified playground equipment and install Engineered Wood Fiber (EWF) to provide high-impact fall protection and a stable, ADA-compliant surface for mobility devices. Restrooms will be converted to single-use "Family Style" units to align with Town and international standards.                                             |                                                                                             |
| <u>Location and mailing address for the project:</u><br>Physical: 599 Avenida Centerville, Clarkdale, AZ 86324. Mailing: PO BOX 308, Clarkdale, AZ 86324.                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                             |
| <u>What is the problem that will be solved with the project?</u><br>Addressing "high-priority" safety hazards (structural fatigue/material degradation) and to ensure ADA accessibility in playground surfacing and restrooms. The 2025 Safety Inspection Report classifies this park as a high-priority concern due to structural fatigue and component failure of 20-year-old equipment. Current restroom "open-entry" designs pose security risks, while existing sand substrates create physical barriers that exclude residents with disabilities. |                                                                                             |
| <u>Describe the persons who will benefit.</u><br>Residents of the low-income Centerville neighborhood, encompassing 129 households.                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                             |
| At least 51% of the persons who benefit must be low-to-moderate income. <u>What is the proof that they are low to moderate income?</u> (There must be solid statistical proof from the U.S. Census, a pre-approved survey, or other firm documentation.)<br>A pre-approved income survey will be used to provide documentation of qualification.                                                                                                                                                                                                        |                                                                                             |
| Total number of persons who will benefit<br>129 households.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Number of low-moderate income persons who will benefit: To be determined via income survey. |
| Estimated cost is at least \$ <u>312,472.00</u> and \$ <u>312,472.00</u> in CDBG funds is needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                             |
| <u>How were the cost estimates derived?</u><br>Preliminary quotes for bathroom modernization and playground system replacement.                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                             |
| <u>If other funds are needed for the project, what is their source?</u><br>Additional funds are not needed for this project.                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                             |

Are the other funds needed legally committed to the project? If they are not legally committed by April 30, 2026, the project is not eligible. (You will need proof for the application.)  
Additional funds are not needed for this project.

Contact Person for this project: Chell Smart

Address: PO BOX 308

Community: Clarkdale, AZ

Zip: 86324

Phone:

928-639-2460

E-mail (if available): chell.smart@clarkdale.az.gov

Fax: NA

I/we understand that the Council / Board of Supervisors may not prioritize my project at the top of the list for CDBG funding and I/we may not receive a CDBG allocation.

I/we have submitted, as appropriate (please check each that applies),

- ☐ Agency Operations Budget
- ☒ Project Budget
- ☐ Firm Commitment of Match Funds (if needed)
- ☐ Donation/Volunteer Pledge

I/we will submit all required back-up information at the request of the community. I/we understand that if the requested items are not received by the stated deadline, our request for funds will move to the bottom of the priority list and may not be funded.

If allocated CDBG funds, I/we certify that I/we will not engage in partisan politics or conduct religious proselytizing in the CDBG funded program or facility.

If allocated CDBG funds, I/we certify that I/we will continue the program for which CDBG funds are allocated for at least five years after grant close-out, which may be as long as eight years from now.

Chell Smart  
Authorized Signature

**THIS FORM MUST BE COMPLETE.  
UNSIGNED REQUESTS WILL NOT BE CONSIDERED BY  
THE COUNCIL / BOARD.**



# REQUEST FOR COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDING

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| Name: <b>BRENDA REDEL</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Date: <b>02.24.26</b>                                                                                     |
| Representing: <b>VERDE VALLEY HABITAT FOR HUMANITY</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Phone: <b>928.852.7661</b>                                                                                |
| The project is: <b>(VVHH)</b><br><b>CRITICAL HOME REPAIR PROGRAM</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                           |
| How will the CDBG funds be used? <b>Clarkdale residents will receive critical home repairs that improve home safety and ensure basic needs are met. Examples may include - repairs of faulty or non-working toilets, plumbing, water/hot water access; repair of non-working AC/heating/swamp coolers; repair of unsafe entry/exit ways, stairs, ramps, etc.; repair leaking roofs; debris clean-up.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                           |
| Location and mailing address for the project:<br><b>VERDE VALLEY HABITAT FOR HUMANITY, 737 S. MAIN ST., COTTONWOOD, AZ 86326</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                           |
| What is the problem that will be solved with the project? <b>Many Clarkdale residents are unable to make crucial home repairs due to age, disability, or finance-related reasons. Through the Critical Home Repair Program (CHRP), Verde Valley Habitat for Humanity will determine qualified applicants, address repair needs, manage arrangements for required repairs, and provide necessary oversight of projects. Clarkdale residents who receive CHRP services will benefit from improved and safer living conditions.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                           |
| Describe the persons who will benefit. <b>The CHRP services are intended to benefit residents with low-to-moderate income. With 65% of Clarkdale's population being 50 years old or older and 27% of residents 70+ years of age, it's likely many of the CHRP recipients will be elderly. Clarkdale's median income of \$46,563 is significantly lower than AZ's median income of \$79,964 - almost 900 residents living below the poverty line. (Census Reporter 2024)</b><br>At least 51% of the persons who benefit must be low-to-moderate income. What is the proof that they are low to moderate income? <b>(There must be solid statistical proof from the U.S. Census, a pre-approved survey, or other firm documentation.) VVHH uses an assessment tool to ensure income level of applicants that may include current bank statements, payroll/pay stubs, and other current documentation. A designated team member interviews and assesses applicants to determine qualifications.</b> |                                                                                                           |
| Total number of persons who will benefit<br><b>12-20 depending on number in household.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Number of low-moderate income persons who will benefit:<br><b>12-20 depending on number in household.</b> |
| Estimated cost is at least \$ <b>144,000</b> and \$ <b>144,000</b> in CDBG funds is needed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                           |
| How were the cost estimates derived? <b>12 households X \$12,000 for home repairs. This is a rough estimate only - please note that, depending on the type of repairs needed, each individual home's repair cost may vary greatly. It may be necessary to put a cap on the cost of each home's repairs to serve more.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                           |
| If other funds are needed for the project, what is their source? <b>N/A</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                           |



Are the other funds needed legally committed to the project? If they are not legally committed by April 30, 2026, the project is not eligible. (You will need proof for the application.) *N/A*

|                                                                                         |                            |
|-----------------------------------------------------------------------------------------|----------------------------|
| Contact Person for this project: <i>Brenda Redel, VERDE VALLEY HABITAT FOR HUMANITY</i> |                            |
| Address: <i>737 S. Main Street, Cottonwood, AZ</i>                                      | Phone: <i>928.852.7661</i> |
| Community: <i></i> Zip: <i>86326</i>                                                    |                            |
| E-mail (if available): <i>brenda.redel@vvhabitat.org</i>                                | Fax: <i>N/A</i>            |

I/we understand that the Council / Board of Supervisors may not prioritize my project at the top of the list for CDBG funding and I/we may not receive a CDBG allocation.

I/we have submitted, as appropriate (please check each that applies),

- ☐ Agency Operations Budget
- ☒ Project Budget
- ☐ Firm Commitment of Match Funds (if needed)
- ☐ Donation/Volunteer Pledge

I/we will submit all required back-up information at the request of the community. I/we understand that if the requested items are not received by the stated deadline, our request for funds will move to the bottom of the priority list and may not be funded.

If allocated CDBG funds, I/we certify that I/we will not engage in partisan politics or conduct religious proselytizing in the CDBG funded program or facility.

If allocated CDBG funds, I/we certify that I/we will continue the program for which CDBG funds are allocated for at least five years after grant close-out, which may be as long as eight years from now.

  
Authorized Signature

**THIS FORM MUST BE COMPLETE.  
UNSIGNED REQUESTS WILL NOT BE CONSIDERED BY  
THE COUNCIL / BOARD.**



## REQUEST FOR COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDING

|                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Name: D.K. Green                                                                                                                                                                                                                                                                                                                          | Date: 3-4-26                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Representing: Town of Clarkdale                                                                                                                                                                                                                                                                                                           | Phone: 928-639-2450                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| The project is: <b>Centerville Fire Flow and Water Improvements</b>                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>How will the CDBG funds be used?</u>                                                                                                                                                                                                                                                                                                   | The Town of Clarkdale will utilize CDBG funds to replace undersized, aging water main infrastructure and to install a pressure-reducing valve and a vault for the Centerville neighborhood, located off 89A. The Centerville neighborhood has old, undersized water mains, some of which are 2-inch to 2.5-inch galvanized steel. Centerville is currently fed by one 6-inch ACP main due to a high-pressure differential between another main water supply line, which is closed near Avenida Centerville. A break or repair in this area would shut off all water to the entire neighborhood. The Centerville project would replace 750 feet of undersized water main and install a pressure-reducing valve to provide a secondary water supply to the neighborhood, improving fire flow rates and reducing pressure drops during peak usage. |
| <u>Location and mailing address for the project:</u>                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>What is the problem that will be solved with the project?</u> This project will replace old and undersized water mains and provide a secondary water supply for the neighborhood to improve fire flow rates and reduce pressure drops for residents during peak demand.                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>Describe the persons who will benefit.</u> Residents of the low income neighborhood of Centerville will benefit from this project. This includes 129 residences.                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <u>At least 51% of the persons who benefit must be low-to-moderate income. What is the proof that they are low to moderate income?</u> (There must be solid statistical proof from the U.S. Census, a pre-approved survey, or other firm documentation.)<br><br>A pre-approved survey will be used to show proof of income qualification. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Total number of persons who will benefit<br>129 homes                                                                                                                                                                                                                                                                                     | Number of low-moderate income persons who will benefit: To be determined via income survey.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Estimated cost is at least \$ 400,000 and \$ 300,000 in CDBG funds is needed.                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| How were the cost estimates derived? The Town's Engineer and Engineering firm recently completed a Water and Wastewater Master Plan which identified these necessary repairs and estimated costs.                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| If other funds are needed for the project, what is their source? Local water enterprise funds.                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

Are the other funds needed legally committed to the project? If they are not legally committed by April 30, 2026, the project is not eligible. (You will need proof for the application.) YES

Contact Person for this project: D.K. Green

Address: PO Box 308

Community: Clarkdale, AZ

Zip: 86324

Phone: 928-639-2415

E-mail (if available): dk.green@Clarkdale.AZ.gov

Fax:

I/we understand that the Council/Board of Supervisors may not prioritize my project at the top of the list for CDBG funding and I/we may not receive a CDBG allocation.

I/we have submitted, as appropriate (please check each that applies),

☐ Agency Operations Budget  
☒ Project Budget  
☐ Firm Commitment of Match Funds (if needed)  
☐ Donation/Volunteer Pledge

I/we will submit all required back-up information at the request of the community. I/we understand that if the requested items are not received by the stated deadline, our request for funds will move to the bottom of the priority list and may not be funded.

If allocated CDBG funds, I/we certify that I/we will not engage in partisan politics or conduct religious proselytizing in the CDBG funded program or facility.

If allocated CDBG funds, I/we certify that I/we will continue the program for which CDBG funds are allocated for at least five years after grant close-out, which may be as long as eight years from now.

D.K. Green

Digitally signed by D.K. Green  
Date: 2026.03.04 10:58:53 -07'00'

Authorized Signature

**THIS FORM MUST BE COMPLETE.  
UNSIGNED REQUESTS WILL NOT BE CONSIDERED BY  
THE COUNCIL / BOARD.**





# Staff Report

Item Number: 6.F.

|                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><u>Agenda Item:</u></b>    | <b>Centerville Road Extension Property Demolition</b><br>Discuss, consider and act upon a bid from Environmental Response for \$56,945 and a budget transfer of \$61,000 from CIP contingency to CIP T06 for the demolition and removal of debris and other materials for the Centerville Road extension.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b><u>Staff Contact:</u></b>  | Lou Andersen, Town Manager                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b><u>Meeting Date:</u></b>   | April 14, 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b><u>Strategic Goal:</u></b> | This agenda item supports the following Clarkdale Strategic Goal Area: <ul style="list-style-type: none"><li>• Goal Area 4 - Plan for the maintenance and growth of quality infrastructure that is sustainable and resilient.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b><u>Background:</u></b>     | <p>Per the Second Amendment to the Development Agreement for the Mountain Gate subdivision, the Town was to acquire the necessary properties for the developer to design and construct the Centerville Road extension connecting to 89A.</p> <p>The Town completed the environmental clean-up of the properties this year and installed temporary fencing (approximately \$4,000). The final step for the Town is the demolish and removal of the dilapidated homes and other materials on the parcels.</p> <p>The following bids were received and considered for this project:</p> <ul style="list-style-type: none"><li>• \$76,180.88 from McDonald Bros Construction, Inc.</li><li>• \$72,745.10 from Tiffany Construction</li><li>• \$56,945.00 from Environmental Response, Inc.</li></ul> |
| <b><u>Budget Impact:</u></b>  | CIP T06 24-5-0800-8013 Centerville Road Extension, budgeted at \$0<br>Recommend funding of \$61,000 from CIP Contingency, budgeted at \$225,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b><u>Recommendation:</u></b> | Staff recommends that the Council approve the bid from Environmental                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

Response for \$56,945 and a budget transfer of \$61,000 from CIP contingency to CIP T06 for the demolition and removal of debris and other materials for the Centerville Road extension and authorize the Town Manager to execute all documents.





2202 West Medtronic Way, Suite 108, Tempe, Arizona 85281

ERI Proposal No. P26-078

**THIS AGREEMENT**, entered into March 16, 2026, by and between Environmental Response, Inc. d/b/a Environmental Response, (hereafter "ERI") and

Town of Clarkdale  
PO Box 308  
Clarkdale, AZ 86324

The Project is identified as: Clarkdale 751 Calle Medina Drum Disposal

**THE PARTIES AGREE AS FOLLOWS:**

1. ENVIRONMENTAL RESPONSE, INC. (ERI) agrees to perform hazardous materials/special waste removal, abatement, and disposal of hazardous materials/special waste as identified and to the extent described in the Contract Documents as identified in type and by section, or otherwise as noted below:

SCOPE OF WORK:

- All technicians have current certification of 40-hour OSHA training in accordance with 29 CFR1910.120
- Transport and dispose of seven (7) 85-gallon overpack drums of non-hazardous oily water liquid

| <i><b>DESCRIPTION</b></i> | <i><b>UNIT</b></i> | <i><b>QTY</b></i> | <i><b>RATE</b></i> | <i><b>TOTAL</b></i>      |
|---------------------------|--------------------|-------------------|--------------------|--------------------------|
| Drum Transport            | Each               | 1                 | \$2,265.00         | \$2,265.00               |
| Oily Water Disposal       | Drum               | 7                 | \$150.00           | \$1,050.00               |
| <i><b>Total:</b></i>      |                    |                   |                    | <i><b>\$3,315.00</b></i> |

**ENVIRONMENTAL RESPONSE, INC.**

Eric Smith                      3/16/26



2202 West Medtronic Way, Suite 108, Tempe, Arizona 85281

ERI Proposal No. P26-079

**THIS AGREEMENT**, entered into March 20, 2026, by and between Environmental Response, Inc. d/b/a Environmental Response, (hereafter "ERI") and

Town of Clarkdale  
PO Box 308  
Clarkdale, AZ 86324

The Project is identified as: Clarkdale 711 Calle Medina Demolition & Removal

**THE PARTIES AGREE AS FOLLOWS:**

1. ENVIRONMENTAL RESPONSE, INC. (ERI) agrees to perform hazardous materials/special waste removal, abatement, and disposal of hazardous materials/special waste as identified and to the extent described in the Contract Documents as identified in type and by section, or otherwise as noted below:

SCOPE OF WORK:

- All technicians have current certification of 40-hour OSHA training in accordance with 29 CFR1910.120
- Make ADEQ NESHAP notification for demolition
- Demolish one (1) 56' x 20' mobile home trailer
  - Load, transport and dispose of all demolition debris
  - Rough grade disturbed area
- Demolish and dispose of one (1) 1300 SF residential home
  - Load, transport, and dispose of all demolition debris
  - Remove and dispose 10'x20' basement concrete
  - Backfill and compact basement with 100 tons import MAG spec AB
  - Rough grade disturbed area
- Remove and dispose of the following additional waste items:
  - 15 tons of railroad ties
  - 5 propane tanks
  - 7 refrigerators
  - 1 freon cylinder
  - 15 tires

Exclusions:

- Hazardous materials survey / testing
- Hazardous materials abatement (asbestos, lead based paint, mold, USTs, septic tank, etc.)
- Utility disconnect fees
- Permits and associated fees
- Compaction testing or engineered soil reports
- Saguaro cactus removal
- Rock / Boulder removal

**Total Price: \$53,630.00**

**ENVIRONMENTAL RESPONSE, INC.**

Eric Smith

3/20/26





# Staff Report

Item Number: 6.G.

---

**Agenda Item:****Wastewater Treatment Plant Effluent**

Discuss, consider, and act upon a grant award from The Nature Conservancy (TNC) for \$26,620 and an Additional Services Agreement from Ardurra for \$51,620 for additional study of the Wastewater Treatment Plant Effluent discharge and suitability for the feasibility of discharging to an ephemeral water body.

**Staff Contact:**

Joshua Tomerlin, Utilities Director

**Meeting Date:**

April 14, 2026

**Strategic Goal:**

This agenda item supports the following Clarkdale Strategic Goal Area:

- Goal Area 4 - Plan for the maintenance and growth of quality infrastructure that is sustainable and resilient.
- Goal Area 6 - Adopt water conservation strategies that prevent negative aquifer impacts and no degradation of Verde River flows.

**Background:**

In 2024-2025, The Nature Conservancy assisted the Town of Clarkdale with a preliminary evaluation of the Wastewater Treatment Plant Effluent for the feasibility of discharging to Bitter Creek Wash.

This 2026 study will continue to explore the feasibility of discharging effluent from the Broadway Water Reclamation Facility (BWRF) directly into Bitter Creek and identify the improvements necessary to meet the water-quality standards required by regulatory agencies. A preliminary effluent testing plan will enable characterization of the physical, chemical, and biological components of the wastewater and evaluate the suitability of discharging the effluent to an ephemeral water body, should Bitter Creek be designated as such.

**Budget Impact:**

|                                  |                                  |          |        |
|----------------------------------|----------------------------------|----------|--------|
| Nature Conservancy Grant (TNC) : | 16-5-0065-7000                   | \$26,620 | FY2027 |
| WWTP Effluent Eval               | <i>TNC Match:</i> 11-5-0800-8014 | \$25,000 | FY2026 |

**Recommendation:**

Staff recommends that the Council accept the The Nature Conservancy's award of \$26,620 and approve Ardurra's Additional Service Agreement in the amount of \$51,620 for additional study of the Wastewater Treatment Plant

Effluent discharge and authorize the Town Manager to execute all documents.





|                                   |                                                                                            |
|-----------------------------------|--------------------------------------------------------------------------------------------|
| Grant Number:                     | AZ-260312                                                                                  |
| <b>TNC Accounting Information</b> |                                                                                            |
| Project Name:                     | Clarkdale Effluent Evaluation                                                              |
| Company:                          |                                                                                            |
| Region:                           | Arizona                                                                                    |
| Cost Center:                      |                                                                                            |
| Fund:                             |                                                                                            |
| Program:                          |                                                                                            |
| Project:                          | PRJ000635                                                                                  |
| Project Task:                     | GRANT07985                                                                                 |
| Grant:                            |                                                                                            |
| Source of funds:                  | <input checked="" type="checkbox"/> Private Foundation<br><input type="checkbox"/> Private |

**Grant Agreement between The Nature Conservancy  
and Town of Clarkdale, Arizona**

**WHEREAS** The Nature Conservancy (“TNC”) is a U.S. 501(c)(3) non-profit organization, incorporated in the District of Columbia, whose mission is to conserve the lands and waters on which all life depends;

**WHEREAS** the Town of Clarkdale, Arizona, whose mission is to serve its community by providing amenities, infrastructure, services and public safety to enhance quality of life (the “Grantee”); and

**WHEREAS** TNC is pleased to support the Grantee by providing grant funding in the amount and format described in this Grant Agreement (the “Agreement”) for the Purpose defined below.

**THEREFORE**, the Parties hereby agree to the following terms and conditions:

**1. Parties.**

- a. This Agreement is funded by and will be managed through the following TNC Business Unit (“BU”):

|                             |                                           |
|-----------------------------|-------------------------------------------|
| TNC BU Name:                | Arizona                                   |
| TNC BU Office Address:      | 1510 E. Fort Lowell Rd., Tucson, AZ 85719 |
| TNC Project Manager (“PM”): | Selena Pao<br>N AZ Water Project Manager  |
| TNC PM Telephone:           | 928-679-0075                              |
| TNC PM Email Address:       | spao@tnc.org                              |

- b. The following entity shall receive the funds as the “Grantee”:

|                                              |                                      |
|----------------------------------------------|--------------------------------------|
| Name of Grantee:                             | Town of Clarkdale, AZ                |
| Type of Entity:                              | Municipality                         |
| Country/State of Incorporation:              | Arizona                              |
| Registered Address:                          | 39 N. Ninth St., Clarkdale, AZ 86324 |
| Name and Title of Authorized Representative: | Lou Andersen<br>Town Manager         |
| Telephone:                                   | 928-639-2525                         |
| Email Address:                               | lou.andersen@clarkdale.az.gov        |

**2. Grant Purpose and Program.** This Grant provides funds to the Grantee for the activities described in the work plan in Attachment A (the “Program”). The Grantee shall comply with the Standard Terms and Conditions in Attachment B.

**3. Agreement Term.** This Grant shall become effective upon the signature by both Parties and will expire on December 15, 2026.

**4. Term of Activities.** The Program activities that can be charged to the Grant may start upon execution of this agreement and may continue until December 1, 2026. (the “Term of the Activities”). With the exception of staff time for the preparation of the final report(s), Grantee may not engage in or charge any activities to the Grant before or after the Term of the Activities.

**5. Grant Amount and Disbursement.** TNC’s disbursement of Grant funds is contingent upon (a) Grantee making satisfactory progress with regard to the Program, and (b) Grantee’s timely submission and TNC’s approval of any required reports.

This is a fixed-price grant, which means TNC will provide funds in a fixed amount of US\$26,620 for the successful completion of the Program. TNC will make disbursements according to the following schedule:

| # | Disbursement Amounts | Description of Milestone required for Disbursement         | Due Date  |
|---|----------------------|------------------------------------------------------------|-----------|
| 1 | \$13,310             | Receipt of Preliminary Effluent Water Quality Test summary | 7/1/2026  |
| 2 | \$13,310             | Receipt of final version of Technical Memorandum           | 12/1/2026 |

**6. Reporting.** TNC reserves 30 days for the review and approval of each report. TNC is not obligated to make any disbursements for reports submitted after the Agreement Term.

Grantee must submit the following reports to TNC by delivering them to Selena Pao, spao@tnc.org.

a. Programmatic report(s) must be submitted in accordance with the following schedule:

| # | Description of Report                                                       | Report due date |
|---|-----------------------------------------------------------------------------|-----------------|
| 1 | Preliminary Effluent Water Quality Testing Summary (as described in Task 3) | 7/1/2026        |
| 2 | BWRF Evaluation Summary (as described in Task 4)                            | 8/31/2026       |
| 3 | Draft Technical Memorandum                                                  | 10/1/2026       |
| 4 | Final Technical Memorandum                                                  | 12/1/2026       |

**7. Information on TNC’s Donor.** As this Grant uses funds provided to TNC from the following donor agreement (the “Prime Grant”), the rights retained by TNC or assigned by Grantee to TNC under this Agreement may also be assigned by TNC to the identified donor. If the Prime Grant expires or is terminated, TNC will have the right to terminate this Agreement as of the expiration date or termination date of the Prime Grant.

|                                                           |                                     |                                                                     |  |
|-----------------------------------------------------------|-------------------------------------|---------------------------------------------------------------------|--|
| Name of Donor                                             | Nina Mason Pulliam Charitable Trust |                                                                     |  |
| Title of Prime Grant (if any)                             | Groundwater Management              |                                                                     |  |
| Term of Prime Grant                                       | 6/1/2025 – 5/30/2027                |                                                                     |  |
| Additional Terms and Conditions included in Attachment C? |                                     | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |  |



**8. Choice of Law; Forum.**

This Grant shall be interpreted, construed, and governed by the laws of the state in which the TNC Business Unit set forth on the first page of this Grant is located (excluding its choice of law principles, if any), and such other U.S. laws as are applicable. In the event of any litigation over the interpretation or application of any of the terms or provisions of this Grant, the parties agree that litigation will be conducted in state in which the TNC Business Unit set forth on the first page of this Grant is located.

Grantee and TNC have executed this Agreement, effective as of the later date written below.

**FOR TOWN OF CLARKDALE, ARIZONA****FOR THE NATURE CONSERVANCY**

---

Lou Andersen  
Town Manager

---

Sonja Stupel  
Director, Finance & Operations, TNC-AZ

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**ATTACHMENTS**

Attachment A – Work Plan

Attachment B – TNC Standard Terms & Conditions for Grants

Attachment C – Prime Grant Additional Terms and Conditions

## **Attachment A Work Plan**

### **Objective**

The Grantee will explore the feasibility of discharging effluent produced at the Broadway Water Reclamation Facility (BWRF) directly to Bitter Creek and identify the improvements necessary to achieve the water quality effluent standards as required by the permitting agencies. A preliminary effluent testing plan will allow for effluent characterization to identify and analyze the physical, chemical, and biological components of wastewater and evaluate the suitability of discharging the effluent to an ephemeral water body should Bitter Creek be designated as such.

### **Scope of Work**

#### **Task 1 – Meetings**

The Grantee will meet with the City of Cottonwood and Town of Jerome staff to discuss their monitoring process and findings and evaluate how these results have influenced the status of their ADEQ-issued permit including potential wastewater treatment plant (WWTP) improvements required to meet effluent requirements.

#### **Task 2 – Review of Information**

Grantee will review the following information:

- Arizona Administrative Code Title 18, Chapter 11, October 2022-Revised January 2024
- Evaluation of Effluent, Stormwater, and Recharge Opportunities TM, Montgomery and Associates, June 2024
- Authorization to Discharge Under the Arizona Pollutant Discharge Elimination System, Cottonwood Wastewater Treatment Plant, April 2022
- Preliminary Water Quality Testing Results
- Information / Data provided by the Town of Cottonwood and the Town of Jerome
- Current Arizona Pollutant Discharge Elimination System (AZPDES) Fact Sheets and Permits for the Town of Cottonwood and the Town of Jerome
- Historical AZPDES Fact Sheets and Permits for the City of Cottonwood and the Town of Jerome up to 10 years prior to current as available
- Any capacity or condition evaluation (such as but not limited to treatment capacity, structural, electrical, instrumentation and controls, and others) study on the WWTP(s)
- Any process data that is available on unit processes (such as but not limited to temperature, pH, alkalinity, DO, MLSS, sludge characteristics, SRT, RAS/WAS flow rate, and others)
- Any other studies or design or modifications that are done within the WWTP
- Most recent drawings, specifications for the WWTP
- Any available information on sizing of each unit processes.



### **Task 3 – Preliminary Effluent Water Quality Testing**

Grantee will collect effluent samples and perform the required testing and establish an initial baseline for constituents. Whole Effluent Toxicity (WET) will be done in addition to individual parameter testing. The test finding of the BWRf effluent will be compared to the required water quality standards included in the Arizona Administrative Code Title 10, Chapter 11, October 2022-Revised January 2024 and used to determine any potential plant improvements necessary.

### **Task 4 – BWRf Evaluation**

Once preliminary testing is complete and results are available, Grantee will conduct a comprehensive review and analysis of the finds. The objective is to evaluate the existing facility's treatment performance, determine if it will meet current and future discharge permit requirements, and identify potential improvements to optimize treatment efficiency and compliance.

The evaluation will include: (1) data review and evaluation of all available data and preliminary results, (2) process modeling and treatment assessment to assess the facility's potential bottlenecks, evaluate treatment efficiency and performance relative to existing and anticipated effluent limits under varying flow and loading scenarios, (3) identification of improvement alternatives to identify potential improvement alternatives to enhance treatment performance and ensure compliance with discharge standards, and (4) recommendations and opinion of probable construction cost will be prepared to summarize in a technical memorandum for review and discussion.

### **Task 5 – Technical Memorandum**

Grantee will summarize the test results, recommended improvements to treatment process, a planning level cost estimate and references. The TM will include a summary of future expected permit requirements, water quality testing requirements and remaining permitting steps. A draft version will be shared with TNC to provide comments in preparation for a final version.

### **Deliverables**

- Provide TNC a summary of the **Preliminary Effluent Water Quality Testing** as described in Task 3 by **July 1, 2026**.
- Provide TNC a summary of the **BWRf Evaluation** as described in Task 4 by **August 31, 2026**.
- Provide TNC a **draft of the Technical Memorandum** for review by **October 1, 2026**.
- Provide TNC a **final Technical Memorandum** by **December 1, 2026**.

**Attachment B**  
**Standard Terms and Conditions for Grants < US \$300,000**

- 1. Use and Management of Funds.** The Grantee agrees to use the Grant funds exclusively for the Program. Any disallowed expenditures or Grant funds not expended or committed for the Program must be returned to TNC within 60 days following the end of the Agreement.
- 2. Intellectual Property.** All rights, title, and interest in and to any materials developed with the Grant funds vests in Grantee with TNC receiving a fully paid, non-exclusive, perpetual, irrevocable, royalty-free, worldwide, sublicensable, transferable, assignable license to modify, publish, reproduce, distribute, make derivative works from, make publicly available, share, and otherwise use in all media, whether now known or otherwise, the same. Grantee must provide TNC with copies of all materials at no cost.
- 3. Acknowledgements and Name/Logo.** Grantee must acknowledge TNC's support of the Program in all relevant media announcements, programs, and publications and obtain TNC's prior consent to the proposed acknowledgments. However, Grantee may not use TNC's name or logo for any other reason without prior written permission from TNC.
- 4. Termination.** TNC has the right to terminate this Agreement by giving 30 days written notice to Grantee of intent to terminate, which shall allow 15 days to conclude Program activities and another 15 days for the preparation of any final report(s) before the revised expiration date of the Agreement Term. Payment for activities satisfactorily completed, as determined by TNC, will be adjusted accordingly and, if applicable, Grantee must promptly return unused funds to TNC.
- 5. Miscellaneous.** Grantee must notify TNC immediately of any change in Grantee's corporate status, tax-exempt status, or information provided in the Conflict Inquiry Form, which is included herein as Attachment B-1. Grantee may not publish or divulge any information marked as "confidential" without TNC's prior written consent and agrees to use confidential information solely in furtherance of the Program. Grantee must maintain accurate records of its costs and expenses for three (3) years and make the same available to TNC's internal and external auditors upon request. Grantee may not use or allow others to use any portion of the Grant Funds to cause any impermissible private benefit or any private inurement to occur or to take any other action inconsistent with Section 501(c)(3) of the U.S. Internal Revenue Code. Unless specifically authorized in Attachment A, Grantee may not use any portion of the Grant funds to engage in any lobbying activities, attempt to influence legislation, or to participate or intervene in any political campaign, on behalf of or in opposition to any candidate for public office. Grantee expressly assumes all liability for the Grant activities including personal injury, property damage, and injury to third persons and agrees to hold TNC harmless from the same. Neither this Agreement nor the Grant may be assigned by Grantee in whole or in part without TNC's prior written permission.
- 6. Authorizations.** Grantee represents that it can lawfully work in the jurisdiction where the Program activities will be performed and has or will obtain (at Grantee's expense) any necessary permits, licenses, or authorizations. This includes, without limitation, a property owner's prior permission to enter upon private property and any related permissions to ensure TNC has any future permissions necessary for completion of the Program, if applicable.
- 7. Monitoring and Oversight.** TNC may monitor and evaluate the Program's activities, which may include, among other things, visits by TNC personnel and agents, discussions with Grantee's personnel, and review of financial and other records and materials related to the Program activities financed by the Grant in an effort to determine whether Grantee's activities meet TNC's funding objectives.
- 8. Code of Conduct and Helpline.** TNC expects itself and everyone with whom it does business to conduct themselves in ways that are consistent with its TNC's Code of Conduct found at



www.nature.org/codeofconduct. Anyone (whether an employee of TNC or not) may contact the TNC Helpline (anonymously, if desired) with questions, concerns, or suspected violations at www.nature.org/tnchelpline.

**9. Compliance with Laws and other Safeguards.** Grantee represents, warrants, and agrees that Grantee:

- a. will work with, and require all authorized subgrantees to work with, TNC to identify material risks and develop and implement appropriate environmental and social safeguards (e.g., consistent incorporation of free, prior, and informed consent) when and if the Services could directly impact Indigenous Peoples or Local Communities (IPLCs). Implementations plans must include periodic consultation with TNC;
- b. will comply with all applicable human rights laws, statutes, regulations, and codes as well as any human rights policy, standard operating procedure, guideline, or procedure adopted by TNC and shared with Grantee. Furthermore, in executing the Program activities, the Grantee shall respect human rights by: (a) identifying, preventing, and mitigating any potential or actual adverse human rights impacts resulting from its activities or the activities of its subcontractors, subgrantees, suppliers, or similar third parties; and (b) remediating any actual adverse human rights impacts which it causes or to which it contributes as soon as is practicable. Finally, the Grantee represents and warrants that neither Grantee nor any of its employees has been found at fault or penalized for any human rights violations or creating an adverse impact on human rights;
- c. will not discriminate against any individual or group on the basis of race, religion, age, sex, national origin, citizenship, disability, sexual orientation, genetic information, or veterans/national guard/military reserve status. If any U.S. government funds are transferred under this Agreement, Grantee is also subject to Title VI of the Civil Rights Act of 1964 and related statutes, which prohibit discrimination based on race, color, national origin, age, or disability, in federally funded programs. Grantee hereby certifies compliance with all federal, state or applicable antidiscrimination laws and related statutes, which prohibit discrimination based on race, color, national origin, age, or disability;
- d. is not registered under the U.S. Foreign Agent Registration Act. The Parties further agree that the activities contemplated by this Agreement are undertaken at the discretion of each Party.
- e. will not take any actions that might cause TNC to be in violation of the laws, statutes, regulations, or similar rules mentioned in this section (collectively, “Applicable Laws”); and
- f. will immediately notify TNC in writing if any of the representations, warranties, certifications, statements, or agreements in this section change before or during the Agreement Term.

If TNC determines that any of the representations, warranties, certifications, statements, or agreements in this Section are false, no longer valid, or have materially changed, whether the Grantee is at fault or not, TNC may terminate this Grant effective immediately upon written notice to Grantee, with no further obligation by TNC under this Grant, including payment, and TNC may pursue all available remedies under Applicable Laws.

**10. Binding Effect; Amendments.** This Agreement supersedes all prior or contemporaneous oral or written communications relating to the Grant and constitutes the entire agreement between the Parties relating to the Grant. No amendment to this Agreement will be effective except in writing signed by both Parties.

[End of Attachment B for Grants < US \$300,000]

## **Attachment C**

### **Prime Grant Additional Terms and Conditions**

In accordance with the terms of the Prime Grant, this Grant is subject to the following conditions:

**PUBLICITY.** Until such time as the Trust notifies the Grantee that the Trust's identity as the grantor may be released publicly, the grantor shall be identified as anonymous, and the Grantee shall not make any public reference to the Trust or to Mrs. Pulliam. At such time as the Trust approves a public release, the grant shall be recognized in publications and announcements as being awarded by the Nina Mason Pulliam Charitable Trust. If the Grantee wishes to issue a news release concerning the grant, the text of the proposed release must be submitted to the Trust for review prior to the release date. No release shall be made without the Trust's approval.





April 8, 2026

Mr. Lou Andersen  
Public Works Director  
Town of Clarkdale  
890 Main St.  
Clarkdale, AZ 86324

**SUBJECT: PROPOSAL TO PROVIDE ENGINEERING SUPPORT FOR EVALUATING THE  
FEASIBILITY OF DISCHARGING BWRP EFFLUENT TO BITTER CREEK**

Dear Mr. Andersen:

Ardurra understands that the Town of Clarkdale (Town) is exploring the feasibility of discharging the effluent produced at the Broadway Water Reclamation Facility (BWRP) directly to Bitter Creek and identifying the treatment plant improvements necessary to achieve the water quality effluent standards as required by the permitting agencies.

In partnership with The Nature Conservancy, the Town is developing a preliminary effluent testing plan that will allow for effluent characterization to identify and analyze the physical, chemical, and biological components of wastewater and evaluate the suitability of discharging the effluent to an ephemeral water body should Bitter Creek be designated as such.

**SCOPE OF WORK**

The following is our proposed scope and fee to update the previously prepared technical memorandum to incorporate the requirements of the regulatory agency, Arizona Department of Environmental Quality (ADEQ). This update is based on the assumption that Bitter Creek will be reclassified from perennial to ephemeral status. The following services are proposed to be provided by Ardurra.

**TASK 1 - PROJECT MANAGEMENT, COORDINATION AND QUALITY CONTROL**

General administrative responsibilities associated with this task include project coordination, quality assurance/quality control (QA/QC) which will be performed in accordance with our QA/QC policy.

**TASK 2 – MEETINGS**

Four (4) one-hour project meetings have been included. It is anticipated that one (1) meeting will be with the Town of Cottonwood and one (1) with the Town of Jerome to discuss their monitoring process and findings and evaluate how these results have influenced the status of their ADEQ-issued permit, One (1) will be to discuss project findings including potential WWTP improvements required to meet effluent requirements in accordance with Arizona Administrative Code Title 18, Chapter 11. One meeting will be held to review and discuss comments provided by the Town and Nature Conservancy on the draft Technical Memorandum (TM). It is anticipated that all meetings will be held

virtually. Ardurra will prepare and distribute one (1) meeting minutes document following each meeting. Effort has been included to prepare meeting minutes following each meeting.

### **TASK 3 – REVIEW OF INFORMATION**

Ardurra will review information provided by the Town, ADEQ and other relevant information, including the following:

- Arizona Administrative Code Title 18, Chapter 11, October 2022-Revised January 2024
- Evaluation of Effluent, Stormwater, and Recharge Opportunities TM, Montgomery and Associates, June 2024
- Authorization to Discharge Under the Arizona Pollutant Discharge Elimination System, Cottonwood Wastewater Treatment Plant, April 2022
- Preliminary Water Quality Testing Results
- Information / Data provided by the Town of Cottonwood and the Town of Jerome
- Any capacity or condition evaluation (such as but not limited to treatment capacity, structural, electrical, Instrumentation and controls, and others) study on the WWTP(s)
- Any process data that is available on unit processes (such as but not limited to temperature, pH, alkalinity, DO, MLSS, sludge characteristics, SRT, RAS/WAS flow rate, and others)
- Any other studies or design or modifications that are done within the WWTP
- Most recent drawings, specifications for the WWTP
- Any available information on sizing of each unit processes.

### **TASK 4 – PRELIMINARY EFFLUENT WATER QUALITY TESTING**

Ardurra will provide Town staff with information included in the Arizona Administrative Code pertaining specifically to acceptable constituent levels for ephemeral streams with a designated use of Aquatic and Wildlife Ephemeral (A&WE), Partial Body Contact (PBC), and Aquatic and Wildlife effluent-dependent water (A&Wedw). This information will be used by the Town to collect effluent samples and perform the required testing and establish an initial baseline for the constituents noted. The test finding of the BWRf effluent will be compared to the required water quality standards included in the Arizona Administrative Code Title 18, Chapter 11, October 2022-Revised January 2024 and used to determine any potential plant improvements necessary.

### **TASK 5 – BWRf EVALUATION**

Once preliminary testing is completed and results are available, Ardurra will engage its wastewater treatment process experts to conduct a comprehensive review and analysis of the findings. The objective of this effort is to evaluate the existing facility's treatment performance, determine if it will meet current and future discharge permit requirements, and identify potential improvements to optimize treatment efficiency and compliance.

#### **1. Data Review and Evaluation**

Ardurra will review available plant data, including preliminary testing results, historical flow and loading information, and effluent quality trends. The team will assess the facility's compliance with applicable discharge standards, summarize influent characteristics, evaluate unit process performance, and identify any process limitations or potential noncompliance issues that could affect treatment reliability or permit compliance.



## 2. Process Modeling and Treatment Assessment

A process model of the BWRP will be developed using industry-standard software such as BioWin, SUMO, or an equivalent tool. Default process model parameters and design assumptions will be applied. The model will be used to assess the facility's potential bottlenecks, and evaluate treatment efficiency and performance relative to existing and anticipated effluent limits under varying flow and loading scenarios. If there are any other constituents that cannot be removed biologically, we will use available literature to recommend the treatment processes. No modeling will be done on these constituents.

## 3. Identification of Improvement Alternatives

Based on model results, available treatments, and regulatory requirements, Ardurra will identify potential process improvement alternatives to enhance treatment performance and ensure compliance with discharge standards. These alternatives may include operational optimization, retrofit of existing units, or implementation of new treatment processes.

## 4. Recommendations and Opinion of Probable Construction Cost

A Class 5 Opinion of Probable Construction Cost (OPCC) will be prepared in accordance with AACE International RP 17R-97. Findings and recommendations will be summarized in a technical memorandum for client review and discussion.

## TASK 6 – TECHNICAL MEMORANDUM

Based on review of the information associated with Task 3, 4 and 5, Ardurra will update the previous TM to include a summary of the test results, recommended improvements to the treatment process, if any, a planning level cost estimate and references will be cited. The TM will also be updated to include a summary of future expected permit requirements, water quality testing requirements and remaining permitting steps. Ardurra will incorporate one (1) round of Town comments, one (1) round of Nature Conservancy comments. Then a final memorandum will be submitted to the Town. The deliverables will include an electronic version of TM including appendices and / or attachments.

## ASSUMPTIONS AND EXCLUSIONS

- It is assumed that Bitter Creek will be reclassified from a perennial stream to ephemeral.
- The intent of this study is not to be used to reclassify Bitter Creek from a perennial to an ephemeral stream.
- It is assumed that Bitter Creek will have designated uses that include “Aquatic and Wildlife Ephemeral” (A&WE) and “Partial Body Contact” (PBC) and/or Aquatic and Wildlife effluent-dependent water (A&Wedw) when reclassified as an ephemeral stream.
- It is assumed that the Town staff will conduct effluent water quality sampling, delivery of samples to laboratory and finance laboratory testing. No sampling and/or analysis will be performed by Ardurra.
- No detailed modeling will be performed on the WWTP process Only a high level (conceptual modeling) will be performed to determine how to optimize the plant.
- Only electronic copy will be provided. Hard copies are not included.
- Services not specifically included in this proposal are excluded.
- Assumptions will be included in the TM.
- Ardurra will address comments based on one (1) review by the Town and one (1) review by the Nature Conservancy.

## FEE ESTIMATE

The fees to perform this work are estimated to be **\$26,620** and will be charged on a time and materials not to exceed basis.

| ACTIVITY                                                       | FEE             |
|----------------------------------------------------------------|-----------------|
| <b>Task 1: Project Management/Coordination/Quality Control</b> | <b>\$1,527</b>  |
| <b>Task 2: Meetings</b>                                        | <b>\$1,300</b>  |
| <b>Task 3: Review of Information</b>                           | <b>\$5,736</b>  |
| <b>Task 4: Preliminary Effluent Water Quality Testing</b>      | <b>\$5,347</b>  |
| <b>Task 5: BWRf Evaluation</b>                                 | <b>\$11,472</b> |
| <b>Task 6: Technical Memorandum</b>                            | <b>\$1,238</b>  |
| <b>TOTAL</b>                                                   | <b>\$26,620</b> |

Thank you and feel free to contact me if you have any questions.

Submitted By:



\_\_\_\_\_  
Michael Janes      4/8/26      Date  
Town Engineer

\_\_\_\_\_  
Lou Andersen      Date  
Town Manager





April 7, 2026

Mr. Lou Andersen  
Town Manager  
Town of Clarkdale  
890 Main St.  
Clarkdale, AZ 86324

**SUBJECT: PROPOSAL TO PROVIDE ENGINEERING SUPPORT FOR EVALUATING THE  
FEASIBILITY OF DISCHARGING BWRP EFFLUENT TO BITTER CREEK**

Dear Mr. Andersen:

Ardurra understands that the Town of Clarkdale (Town) is exploring the feasibility of discharging the effluent produced at the Broadway Water Reclamation Facility (BWRP) directly to Bitter Creek and identifying the treatment plant improvements necessary to achieve the water quality effluent standards as required by the permitting agencies.

In partnership with The Nature Conservancy, the Town is developing a preliminary effluent testing plan that will allow for effluent characterization to identify and analyze the physical, chemical, and biological components of wastewater and evaluate the suitability of discharging the effluent to an ephemeral water body should Bitter Creek be designated as such.

**SCOPE OF WORK**

The following is our proposed scope and fee to update the previously prepared technical memorandum to incorporate the requirements of the regulatory agency, Arizona Department of Environmental Quality (ADEQ). This update is based on the assumption that Bitter Creek will be reclassified from perennial to ephemeral status. The following services are proposed to be provided by Ardurra.

**TASK 1 - PROJECT MANAGEMENT, COORDINATION AND QUALITY CONTROL**

General administrative responsibilities associated with this task include project coordination, quality assurance/quality control (QA/QC) which will be performed in accordance with our QA/QC policy.

**TASK 2 – MEETINGS**

Four (4) one-hour project meetings have been included. It is anticipated that one (1) meeting will be with the Town of Cottonwood and one (1) with the Town of Jerome to discuss their monitoring process and findings and evaluate how these results have influenced the status of their ADEQ-issued permit, One (1) will be to discuss project findings including potential WWTP improvements required to meet effluent requirements in accordance with Arizona Administrative Code Title 18, Chapter 11. One meeting will be held to review and discuss comments provided by the Town and Nature Conservancy on the draft Technical Memorandum (TM). It is anticipated that all meetings will be held

virtually. Ardurra will prepare and distribute one (1) meeting minutes document following each meeting. Effort has been included to prepare meeting minutes following each meeting.

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- Any process data that is available on unit processes (such as but not limited to temperature, pH, alkalinity, DO, MLSS, sludge characteristics, SRT, RAS/WAS flow rate, and others)
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- Services not specifically included in this proposal are excluded.
- Assumptions will be included in the TM.
- Ardurra will address comments based on one (1) review by the Town and one (1) review by the Nature Conservancy.

## FEE ESTIMATE

The fees to perform this work are estimated to be **\$25,000** and will be charged on a time and materials not to exceed basis.

| ACTIVITY                                                       | FEE             |
|----------------------------------------------------------------|-----------------|
| <b>Task 1: Project Management/Coordination/Quality Control</b> | <b>\$7,883</b>  |
| <b>Task 2: Meetings</b>                                        | <b>\$2,879</b>  |
| <b>Task 3: Review of Information</b>                           | <b>\$5,134</b>  |
| <b>Task 4: Preliminary Effluent Water Quality Testing</b>      | <b>\$1,772</b>  |
| <b>Task 5: Technical Memorandum</b>                            | <b>\$7,332</b>  |
| <b>TOTAL</b>                                                   | <b>\$25,000</b> |

Thank you and feel free to contact me if you have any questions.

Submitted By:



Michael Janes  
Town Engineer

4/7/26

Date

Lou Andersen  
Town Manager

Date



# Staff Report

Item Number: 6.H.

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|                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><u>Agenda Item:</u></b>    | <b>2026/2027 Council Strategic Plan for the Town of Clarkdale</b><br>Discuss, consider and act upon the 2026/2027 Council Strategic Plan for the Town of Clarkdale.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b><u>Staff Contact:</u></b>  | Lou Andersen, Town Manager                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b><u>Meeting Date:</u></b>   | April 14, 2026                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b><u>Strategic Goal:</u></b> | <p>This agenda item supports the following Clarkdale Strategic Goal Area:</p> <ul style="list-style-type: none"><li>• Goal Area 1 - Enhance the quality of life for residents, businesses and visitors to Clarkdale.</li><li>• Goal Area 2 - Enhance the quality and availability of parks, recreation and cultural opportunities.</li><li>• Goal Area 3 - Strengthen and diversify our economy through cultivating a business-friendly climate for business attraction and strategically capitalizing upon tourism.</li><li>• Goal Area 4 - Plan for the maintenance and growth of quality infrastructure that is sustainable and resilient.</li><li>• Goal Area 5 - Strategically invest in organizational development to enhance efficiency and service delivery and to attract and retain an exemplary workforce.</li><li>• Goal Area 6 - Adopt water conservation strategies that prevent negative aquifer impacts and no degradation of Verde River Flows.</li></ul> |
| <b><u>Background:</u></b>     | <p>At their public work session held on Feb. 4, the Council reviewed feedback received from the Polco Community Survey, key performance indicator data, requests from residents, budget, CIP (Capital Improvement Plan), and the SWOT analysis (strengths, weaknesses, opportunities and threats) that was completed by the Leadership Team. The Town Council discussed the upcoming year and developed their strategic plan.</p> <p>Based upon this work and additional data, they confirmed the six organizational goals along with corresponding strategies.</p> <p>The resulting strategic plan is attached for consideration.</p>                                                                                                                                                                                                                                                                                                                                     |
| <b><u>Budget Impact:</u></b>  | No budget impact.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



**Recommendation:** Staff recommends that the Council adopt the 2026/2027 Council Strategic Plan for the Town of Clarkdale.



# *Town of Clarkdale*

## **Strategic Plan 2026/2027**



**Clarkdale Town Council (Left to right)**

**Council Member Lisa O'Neill, Vice Mayor Hunseder, Mayor Robyn Prud'homme-Bauer,  
Council Member Laura Jones and Council Member Marney Babbitt-Pierce**



# Strategies and Tactics



## GOAL AREA 1

**Enhance the quality of life  
for residents, businesses and  
visitors to Clarkdale.**

## MEASUREMENT

- ♦ **Crime statistics.**
- ♦ **Citizen satisfaction via survey.**
- ♦ **Affordable housing options.**
- ♦ **Retain national historic status.**
- ♦ **Followers on social media.**
- ♦ **Subscribers to E Newsletter.**
- ♦ **Number of events.**
- ♦ **Condition indexes of Town historic facilities.**
- ♦ **Number of businesses in downtown.**

### Current projects:

1. Council to complete NIMS training. (2026)
2. Implement recommendations from the Housing Study for income aligned housing: (2026/2027)
  - a). Adopt Code updates. (2026)
  - b). Adopt incentive policy. (2026)
  - c). Evaluate the possibility of using Town land for a public private partnership.
3. Seek resources to assist residents with home repair and maintenance. For example: grants, tool lending, paint reuse, volunteers, etc. (2026)
4. Continue implementation of the Patio Park revitalization plan. (2026/2027)
5. Conduct a community wide survey every two years. (Fall 2027)
6. Have exterior of the Administration building repaired in 2026 as well as the windows and doors in the Police Department. (2026/2027)
7. Repair ceiling in the auditorium. (2026)
8. Update the work plan for the Historic Preservation Commission. (2026)
9. Complete process to attain Certified Local Government status if the benefits are found to be compelling. (2026)
10. Update the Website. (2027)
11. Continue efforts to mitigate impacts from flight training. (2026)
12. Develop an education program in cooperation with Tuzigoot National Monument and the Yavapai-Apache Nation regarding the Verde River and its historic importance to Clarkdale (trading route, home to Sinaguas, Yavapais and Apaches).
13. Assess if there are any State or Federal lands to consider for annexation. (2027)
14. Complete clean up activities at Calle Medina and begin work with developer to begin construction of Centerville Road. (2026)
15. Complete sale of estate property to fund improvements to Library building. (2026)
16. Host State of the Town event. (Spring 2027)
17. Complete Annual Report. (January 2027)

### Ongoing projects:



## Strategic Planning at a glance...

Review Mission,  
Vision and Values

Analyze Inputs  
(Surveys, Focus Groups,  
Metrics, CIP, Budget, etc.)

Conduct  
SWOT Analysis

Set Goals  
& Metrics

Identify  
Strategies

Council Adopts  
Strategic Plan

Monthly Reporting  
to Town Council

Continuous  
Reevaluation



### Strategic Planning Process

- Annually, the Town Council, in coordination with Staff revisit the Vision, Mission and Values.
- The Council, Leadership Team, and Staff Members collaboratively identify organizational strengths, weaknesses, opportunities and threats (SWOT). These items come from a variety of sources, including: feedback from citizens, community surveys, key performance indicators (metrics), regulatory requirements, changing legislation, studies and assessments of existing infrastructure, feedback from employees, new technology, economic conditions, budget outcomes and more.
- The SWOT, Vision, Mission and Values are then used to identify key organizational goals and metrics to determine success.
- Once goals are set, the organization looks for strategies and tactics to achieve the goals.
- Council meets in work sessions that are open to the public to evaluate the strategic plan and ultimately adopts the annual plan.
- All strategies are placed on a project matrix that is updated by the Leadership Team quarterly and provided to the Town Council.
- This is an annual process so projects are continually assessed to determine relevancy. It is a living document so the organization can pivot to take advantage of emerging opportunities.



# Goals

The Town of Clarkdale has selected the following goals for Fiscal Years 2025/2026, based upon the SWOT analysis, vision, mission and input from stakeholders and staff.



## GOAL AREA 1

Enhance the quality of life for residents, businesses and visitors to Clarkdale.



## GOAL AREA 3

Strengthen and diversify our economy through cultivating a business friendly climate for business attraction and strategically capitalizing upon tourism.



## GOAL AREA 2

Enhance the quality and availability of parks, recreation and cultural opportunities.



## GOAL AREA 4

Plan for the maintenance and growth of quality infrastructure that is sustainable and resilient.

# Goals

The Town of Clarkdale has selected the following goals for Fiscal Years 2025/2026, based upon the SWOT analysis, vision, mission and input from stakeholders and staff.



## GOAL AREA 5

**Strategically invest in organizational development to enhance efficiency and service delivery and to attract and retain an exemplary workforce.**



## GOAL AREA 6

**Adopt water conservation strategies that result in no drawdown in the aquifer and no degradation of Verde River flows.**



# Strategies and Tactics



## GOAL AREA 1

**Enhance the quality of life  
for residents, businesses and  
visitors to Clarkdale.**

## MEASUREMENT

- ♦ **Crime statistics.**
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### Ongoing projects:

# Strategies and Tactics



## GOAL AREA 1

**Enhance the quality of life  
for residents, businesses and  
visitors to Clarkdale.**

1. Conduct exercises to prepare for emergencies; establish an EOC; include Council and School in some exercises.
2. Plan for adequate staffing, training and equipment for Police Department to prevent a single officer on duty and to ensure 24 hours coverage.
3. Continue use of Town emergency evacuation program that works with our reverse 911 system.
4. Use a variety of strategies to ensure transparency and a robust community dialogue: Continue E-Newsletter, Small Talk, social media platforms, open house events, public forums, focus groups, brochures, work sessions, quarterly Council events, and web site.
5. Work to keep the heart of the community, downtown, vibrant.
6. Sustain the activities and events that promote the Town's small town charm. (Host annual Concerts in the Park series. Host or support at least nine community events annually).
7. Engage with Yavapai College to enhance community involvement.
8. Host National Night Out event.
9. Continue Neighborhood clean up events.
10. Continue focus on traffic enforcement as per resident complaints.
11. Preserve historic integrity of Town Complex to maintain the historic nature of the structures, as identified in the CIP.
12. Continue legislative activities to monitor for adverse legislation that impacts local control.



# Strategies and Tactics



## GOAL AREA 2

Enhance the quality and availability of parks, recreation and cultural opportunities.

## MEASUREMENT

- ♦ Park space per capita.
- ♦ Trail miles.
- ♦ Satisfaction surveys.
- ♦ Quantity, quality and attendance at events and programming.

### Current projects:

1. Add final elements to Selma Mongini park project. (2026)
  - a). Exercise area.
  - b). Programming, including STEAM events and stargazing.
  - c). Public art.
2. Complete CDBG project for Centerville Park. (2026/2027)
3. Annually update or replace aging park infrastructure.
4. Continue to enhance services and amenities related to the Verde River (bathrooms, RAPS, picnic benches, ADA and parking). (2026/2027)
5. Work with Friends of the Verde River for invasive removal at the river. (2027)
6. Seek volunteer groups to repaint Clarkdale C if access is possible. (2026)
7. Add signage to Copper Penny Park. (2026)
8. Expand the Park Steward Program beyond the STEAM Park pilot. (2026)
9. Seek grant funds for the construction of paths on Cement Plant Road and Clarkdale Parkway. (2026/2027)
10. Plan for transition due to pending retirement. (2026)

### Ongoing projects:

1. Continue implementation of the Trails Master Plan and seek grant funds.
2. Add bike lanes for new/reconstruction of roadways.
3. Partner with other entities for events and programming; specifically those that support the environment, sustainability, and the arts. Consider alternative locations for parks programming using the events calendar.
4. Increase ADA opportunities in public spaces.
5. Continue promoting community events such as those hosted by the Library and Historic Society.
6. Continue efforts to have volunteer groups assist with trails maintenance.
7. Continue volunteer appreciation event.
8. Continue robust concert series and other community events.

# Strategies and Tactics



## GOAL AREA 3

Strengthen and diversify our economy through cultivating a business friendly climate for business attraction and strategically capitalizing upon tourism.

## MEASUREMENT

- ♦ Sales tax.
- ♦ Business sustainability.
- ♦ Stability of population.
- ♦ Jobs/employment.

### Current projects:

1. Capitalize upon existing tourism (retail development).
  - a). Recruit one new business each year through direct recruitment or work with Retail Strategies.
  - b). Monitor properties for sale that could be developed.
2. Complete development process for Circle K and U-Haul. (2026)
3. Partner with the train in light of their acquisition of Taawaki Inn. (2026)
4. Identify strategies to support entrepreneurship and attract "locate anywhere" businesses, using VVREO, SBDC, ACA & Local First. (2026/2027)
5. Continue participation in Yavapai College initiative regarding semi conductor industry. (2026/2027)
6. Explore partnering with the Library and Made in Clarkdale to develop an arts incubator and/or pop up shops in downtown through grant funding. (2026/2027)
7. Modify and update our economic development web page with tools and referrals to business start up assistance. Add local businesses to the page as a resource. (2026)
8. Assist WeCom as they expand broadband in Clarkdale. (2026)
9. Develop an area development plan for the Bitter Creek Area:
  - a). Include Class 1 Airshed, residential, tourism, commercial and light manufacturing areas and the promotion of light industrial freight.
  - c). Complete design of Luke Lane and incorporate utilities to facilitate future growth. Apply for construction grant. (2026)
10. Update the wayfinding signage program. (2026)
11. Establish an Economic Development Working Group. (2026)

### Ongoing projects:

1. Continue partnering with businesses to enhance business development.
2. Continue operations of Verde River RAPs.
3. Strategically assist with economic development opportunities in the downtown area, on the 89A Bypass and Broadway and look for innovative strategies for business attraction and retention.
4. Continue the Tourism Marketing Working Group and utilizing the AOT Rural Cooperative to purchase tourism marketing ads and relationship with Dog, Cat, Mouse.
5. Continue local "shop online" educational campaign.
6. Partner with the College for workforce training and lifelong learning opportunities. Continue quarterly meetings with Yavapai College.



# Strategies and Tactics



## GOAL AREA 4

**Plan for the maintenance and growth of quality infrastructure that is sustainable and resilient.**

### MEASUREMENT

- ♦ Annual investment in capital projects.
- ♦ Condition of roadways (condition indexing).
- ♦ Line breaks.
- ♦ Customers on water and sewer.
- ♦ Grant revenue.

#### Current projects:

1. Complete design of Clarkdale Parkway improvements and apply for grant for construction. (2026)
2. Obtain grant funding for Luke Lane construction, while completing design.
  - a). Consider placing a bill in the legislature for funding (after applying for federal grant. (2027)
3. Complete update to rate study for Wastewater, including assessment of capacity fees. (2026/2027)
4. Implement 2026/2027 CIP projects. (See CIP Plan)
5. Complete the Centerville Road project. (2026/2027)
6. Complete design and start construction of Bitter Creek Bridge II. (2026)
7. Continue to implement street maintenance/pavement management action plan. Utilize 2027 fiscal year funds for bridge construction. (2026/2027)
8. Complete design of Cement Plant Road improvements and apply for a RAISE grant for construction if 2026 application fails. Consider phasing this project. (2026/2027)
9. Complete fire hydrant CIP project. (2026)
10. Complete assessment of Town sewer lines. (2026)
11. Complete implementation of plan to limit water loss. (2026)
12. Make interim repairs to wastewater plant to limit corrosion. Begin design of second aerator. (2026/2027)
13. Seek grant funding for projects in the Water/Wastewater Master Plan.

#### Ongoing projects:

1. Continue annual CIP planning process and post on website.
2. Continue getting projects shovel ready so we may seek grants for major capital projects.
3. Ensure adequate funding is budgeted for preventative maintenance of water and wastewater plants.

# Strategies and Tactics



## GOAL AREA 5

**Strategically invest in organizational development to enhance efficiency and service delivery and to attract and retain an exemplary workforce.**

## MEASUREMENT

- ♦ Turnover of staff metrics.
- ♦ Time with vacancies.
- ♦ Employees per capita.
- ♦ Employee satisfaction survey.
- ♦ Completion of DMAIC projects.

### Current projects:

1. Add short term disability as a benefit if finances allow. (2026)
2. Add pay advance program through ADP. (2026)
3. Investigate identification of housing for employees. (2026)
4. Research an employee wellness program. (2026)
5. Ensure annual ethics, sexual harassment and cybersecurity training occur. (2026/2027)
6. Roll out additional leadership and communication training, particularly for newly promoted leaders. (2026)
7. Plan an annual celebration event. (2026)
8. Roll out the Q12 employee survey every two years. (Fall 2026)
9. Take actions to ensure good transition of new leadership. (2026)

### Ongoing projects:

1. Continue employee newsletter.
2. Continue adding low cost/high impact benefits. Determine which benefits are most highly valued by staff.
3. Host employee appreciation and team building events quarterly.
4. Ensure quarterly 1 on 1s with supervisors and direct reports are occurring and are documented.
5. Continue and expand key performance indicators (metrics) maintained monthly. (Clerk Department).
6. Continue to expand succession planning process and look for additional opportunities to create career ladders.
7. Conduct annual benchmarking for pay and benefits.
8. Continually review policies to update employee manual; have legal review.
9. Maintain use of project matrix to establish priorities.
10. Look for innovative solutions to staffing needs.
11. Encourage employee development through programs such as Verde Valley Leadership and tuition reimbursement.
12. Continue efforts to plan for long-term financial security for the Town of Clarkdale.



# Strategies and Tactics



## NEW GOAL AREA 6

**Adopt water conservation strategies that prevent negative aquifer impacts and no degradation of Verde River flows.**

## MEASUREMENT

- ♦ Gallons-per-day use for fluctuations in demand and potential leaks.
- ♦ Ongoing measurement of aquifer levels and river flows.
- ♦ Compliance with escalated conservation strategies.
- ♦ Lost water measurement.

### Current projects:

1. Be the regional model for creating a Water-Smart Community.
  - a). Complete adoption of water conservation code. (2026)
  - b). Create and adopt Stormwater management practices. (2026)
  - c). Provide informative and educational content through the Town's social media channels. (2026)
  - d). Complete design of purple pipe project and seek funding for construction. (2026)
2. Build a resilient, redundant water infrastructure system that meets current demand and provides for future expansion.
  - a). Conduct lost water evaluation to ID and repair system leaks. (2026)
  - c). Complete design and construct water campus with additional well, storage tank, fill tank and arsenic treatment plant to provide for redundancy and future expansion. (2026-2027)
  - d). Prioritize water conservation projects in the Capital Improvement Plan (CIP). (2026)
  - e). Continue researching the potential of advanced water purification (direct reuse) of water. (2026)
  - h). Explore feasibility of bringing the cemetery well into the potable water system. (2026)
    - i). Look for site for future well, away from other wells.
    - j). Complete build out of 89A well.
  - K). Seek funding for new water storage tank. (2026)
3. Create Clarkdale H2O 2050 water conservation strategy that does not unduly deplete the aquifer or Verde River levels.
  - a). Engage residents in developing strategies through social media, neighborhood meetings and other outreach methods. (2026)
  - b). Create a water report card or dashboard that reflects water data. (2026)
  - c). Hold community wide lunch-and-learns to share information about water-wise strategies and practices. (2026)
  - f). Complete cellular (AMI) meter installation project. (2026)