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Maricopa County Department of Transportation Planning Division

75th Avenue
MC Highway 85 - Van Buren Street
C98-2707-08

FINAL

CANDIDATE ASSESSMENT REPORT

February 13, 1998
Revised April 15, 1998

Registered Professional Engineer (Civil)
CERTIFICATE NO.
23209
STEVE C.
BOSCHEN
Date Signed 4/29/98
ARIZONA, U.S.A.

Prepared By:

ENTRANCO

Thomas R. Buick, P.E.
Chief Public Works Officer,
Transportation Director & County Engineer

DEPARTMENT OF TRANSPORTATION

October 7, 1999

Amir Motamedi
2801 W. Durango
Phoenix, AZ 85009

Dear Mr. Motamedi:

Re: 75th AVENUE, MC 85-VAN BUREN AVENUE, MCDOT ROADWAY PROJECT NO.68986

I have enclosed one Final Candidate Assessment Report (CAR) issued February 13, 1998 by ENTRANCO Engineers for the above referenced project. This project is in the preliminary design stages. However, there are a number of issues yet to consider, and we need your input regarding each of them. If we all agree to proceed to the development of a Design Concept Report (DCR), then we will need to first develop a Memorandum of Understanding (MOU), so we all understand what the scope of work for the DCR will be.

However, if we agree to skip the DCR Phase, and move right into the Design Phase, then we will need to first develop Intergovernmental Agreements (IGAs) between each city and the county regarding the project cost-sharing for design and /or construction. Then, funding and partnership commitments can be set up before the work is done. We currently estimate that the cost-sharing levels, which are based upon the latest jurisdictional mapping boundaries, should be: the City of Phoenix - 50%, the City of Tolleson - 25%, and Maricopa County - 25%.

If these terms are agreeable, then please consider the following technical information for your consideration as well:

This is a two-lane Rural Minor Collector paved roadway, which also serves at this location as a boundary between the City of Phoenix and the City of Tolleson. Traffic volumes, especially heavy truck traffic, has significantly increased lately due to recent land development adjacent to the project limits.

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The final CAR recommends utilization of the low cost alternative. This means upgrading 75th Ave. to a 3-lane section in conformance with MCDOT standards for Rural Minor Collectors with Left Turn Lanes. This alternative requires:

- Upgrading the Union Pacific Railroad (UPRR) crossing for full Right-of way width.
- Acquisition of 0.44 Hectares along the northern half of the east side.
- Relocation of 12 kV SRP power poles along the entire east side of the existing R/W.
- Rather than widening the existing bridge, a new bridge will be required at the RID canal crossing as recommended by the MCDOT Bridge Engineer Andy Wojakiewcz, for full development.
- Some additional R/W or a TCE may be required at the bridge crossing (we will know more at the 40% design submittal milestone).
- The intersection at Van Buren Avenue will be signalized as recommended by MCDOT Traffic Engineering.

This project is currently programmed for development of design concept report (DCR) in accordance with requirements outlined in the final CAR (February 13, 1998 as completed by ENTRANCO Engineers), with full participation anticipated by the City of Phoenix, and the City of Tolleson. The CAR also evaluated a 5 lane improvement at considerably more cost. If the cities are interested in this option MCDOT, is open to having those discussions.

MCDOT Traffic Engineering recently completed a study for Van Buren & 75th Ave. intersection that meets signal warrants. The CIP project on 75th Ave stops south of Van Buren. The north, east and west legs are within the City of Phoenix while Maricopa County has the south leg up to 33' south of the intersection. This means there are probably two alternatives to consider here:

- Include the construction of the intersection and installation of the signals into the DCR, IGA & Design for the 75th Ave. project and request the City of Phoenix to contribute 75 % of the cost, or
- Ask the City of Phoenix to proceed with an IGA, Design and have MCDOT contribute 25%.

This submittal is being distributed for your review & reference. If you have any comments regarding it or feel some additional revisions may be required, please contact me immediately at 602-506-4688. Please review, make comments and return to me by **November 4, 1999** or sooner if you wish. Thank you.

Sincerely Yours

Amir Masöwdi, P.E.
Project Manager

cc: Central file

TABLE OF CONTENTS

Problem Identification 1
Summary Recommendation 1

BACKGROUND
Project Name 2
General Description and Location of the Project Areas 2
Available Information on the Existing Roadway Surface and Shoulder Areas 2
Type and Reason for Improvement 5

TRAFFIC INFORMATION AND ANALYSIS
Traffic Counts, Projections and Accidents 5
Construction Traffic Management Evaluation and Recommendation 7

DRAINAGE 7

LAND USE
Pending Development 7
Potential Intergovernmental Partners and Private Development Partners 8

RIGHT-OF-WAY
Existing and Proposed 8

ENVIRONMENTAL 8

ROADWAY DESIGN ALTERNATIVES
Typical Sections 9
Alternative Development
No Build Alternative 9
Alternative 1 (Low Cost Improvement) 9
Alternative 2 (Full Improvement) 10

PREFERRED ALTERNATIVE 16

MAJOR DESIGN FEATURES 16
Structures 17
Utilities 17

DESIGN EFFORT
Design Exceptions 18
Survey 18
Design 18
Construction Cost Estimate 18

MCDOT RATING SYSTEM DATA 19

FIGURES/TABLES

Location Map 3
City of Tolleson Future Land Use Map 4
Preliminary Construction Cost Estimate
Cost Summary 11
Alternative 1 - Low Cost Improvement 12
Alternative 1 - Low Cost Bridge & Utility Cost Calculations 13
Alternative 2 - Full Cost Improvement 14
Alternative 2 - Full Cost Bridge & Utility Cost Calculations 15

APPENDICES

APPENDIX A Typical Sections and Plan Sheets
APPENDIX B Traffic Information and Analysis
APPENDIX C Zoning and County Assessor Maps
APPENDIX D FEMA and USGS Maps
APPENDIX E City of Phoenix Programmed Projects

CANDIDATE ASSESSMENT REPORT

FOR

75th Avenue

WORK ORDER NO. C98-2707-08

SEC. 11 & 12 T.1N., R.1E., G&SRB&M

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION PLANNING DIVISION

February 13, 1998

Project Name: 75th Avenue **Project Termini:** MC 85 to Van Buren Street
Requested by: MCDOT
Improvement Requested: Improve existing two-lane roadway to account for increased truck traffic and to match in with COP planned improvement from Van Buren Street to I-10
PM_{10} Area? Yes **Length:** 1.6 km (1 Mile)
Estimated Cost: **$2,144,516 Rural Minor Collector with Left Turn Lane**

Problem Identification:
75th Avenue from MC Hwy. 85 to Van Buren Street is a paved two-lane road that is the boundary between the City of Phoenix and the City of Tolleson. Recent land development within the project limits has significantly increased traffic volumes, with an emphasis on heavy truck traffic. Due to this growth, roadway improvements have been identified as a necessity.

Summary Recommendation:
It is recommended that the **Preferred Alternative 1, Low Cost Improvement**, be programmed into the 5-year CIP. This alternative will construct a pavement section conforming to MCDOT standards for a **Rural Minor Collector with Left Turn Lane 14.4 meters (48 feet) wide** roadway for this section of 75th Avenue which is approximately one mile south of I-10. This alternative will upgrade 75th Avenue to a 3-lane section while avoiding the relocation and/or piping of the existing irrigation canal along the west side of the roadway, providing increased capacity and safety for the all vehicles including the ***high percentage (18%) of truck traffic***. This alternative will require the relocation of SRP 12 KV power poles located along the east side of the existing Right-of-Way. The preferred alternative will require the acquisition of 0.44 hectares (1 acre) right-of-way along the northern half of the east side to create a consistent 16.764 meter (55 feet) width. This alternative will also require upgrading the Southern Pacific Railroad crossing for the full Right-of-way width of 33.53 meters (110 feet) and will include a median for the ultimate raised median roadway typical section.

BACKGROUND

Project Name:
75th Avenue from MC 85 (Buckeye Road) to Van Buren Street

General Description and Location of the Project Area:

75th Avenue, from MC Hwy. 85 to Van Buren Street is located in the central part of Maricopa County, approximately 1.6 km (1 mile) south of Interstate 10 and 4.8 km (3 mile) north of the Salt River. The project corridor is a north-south section line road, which acts as a boundary between the City of Phoenix, on the east, and the City of Tolleson, on the west. The existing roadway is primarily a rural roadway, and the pavement is striped for two way traffic. The intersection of 75th Avenue and MC Hwy. 85 is signalized with the north leg of 75th Avenue upgraded to an urban type section (3 lane) with curb and gutter on the east side. The intersection of 75th Avenue and Van Buren Street is a standard 4-way stop condition. The posted speed limit along 75th Avenue is 50 mph. 75th Avenue is classified as a secondary Transportation System Plan route by the Maricopa County Department of Transportation (MCDOT).

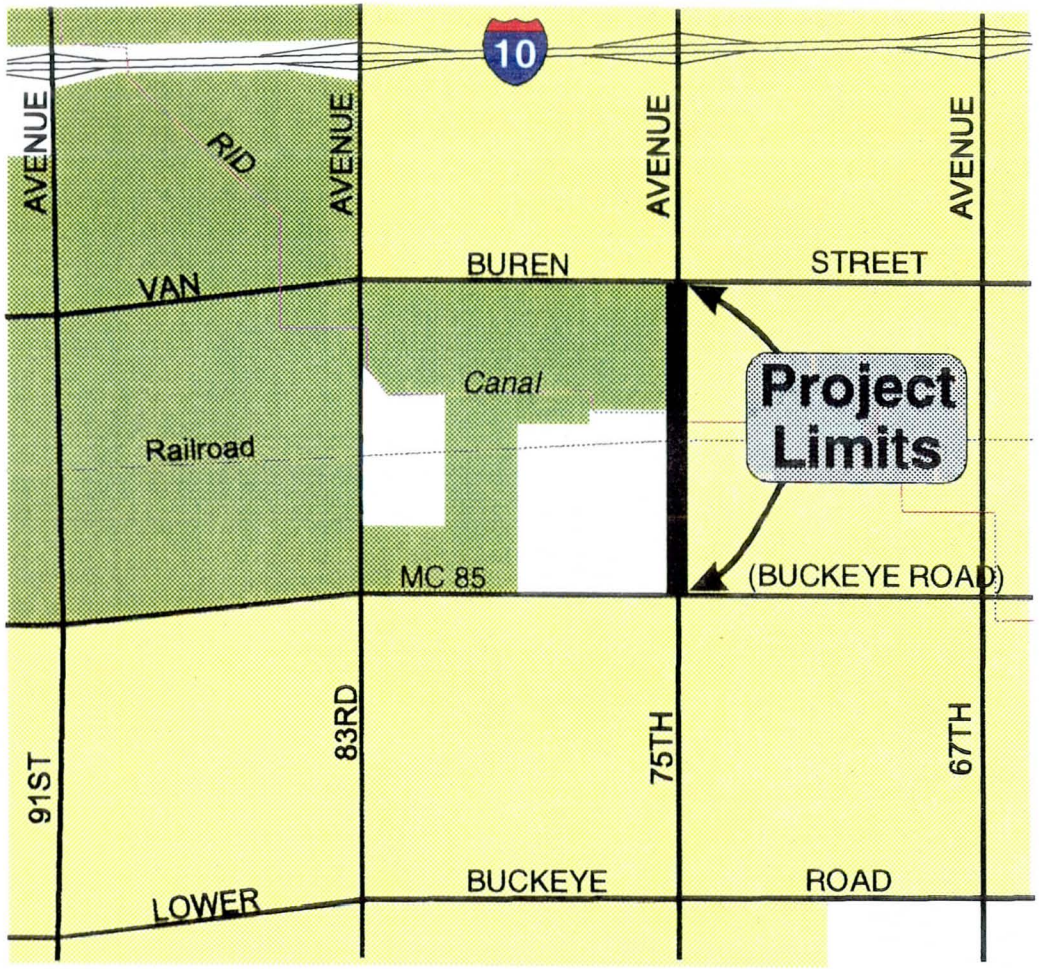
The area surrounding 75th Avenue within the project limits is primarily agricultural. However, commercial development has been on the rise within the last few years. There is an AutoZone Distribution Center and Southwest Feed and Grain and Pet Food Processing plants located along the west side of 75th Avenue and a Freezer Services Distribution center located on the east side. Neighboring these commercial sites within the remainder of the project corridor is agricultural. See the Location Map on page 3.

Available information on the Existing Roadway Surface and Shoulder Areas:

The existing roadway section on 75th Avenue, north of the Southern Pacific Railroad tracks (railroad line) (midpoint) consists of a two-lane rural section with a pavement width of 7.9 meters (26 feet). The intersection of MC Hwy. 85 and 75th Avenue has been upgraded with curb and gutter, sidewalk ramps and is signalized. Along the west side of 75th Avenue, curb and gutter extends 30.5 meters (100 feet) north of the MC Hwy. 85 curbline and terminates. Previous improvements to the east side of 75th Avenue include curb and gutter, sidewalk and landscape measures and extend from the MC 85 curbline, north 366 meters (1200 feet). This treatment ends (north end) at an existing turnout. There is a short section along the east side (150 meters - 500 feet) with no curb or gutter and then begins again (in front of the Freezer Services Distribution center) and continues north and terminates at the railroad line. The existing pavement width within this section of 75th Avenue (between MC Hwy. 85 and the railroad line) is 12.5 meters (41 feet).

75th Avenue was initially paved in 1975 with 50 mm (2 inches) of asphaltic concrete on a 150 mm (6 inch) decomposed granite base. The last improvements were a slurry seal in December of 1997 and a chip seal in 1991. Interim maintenance between 1975 and 1991 is unknown. The Roadway Summary Report (RMS), generated by MCDOT(see Appendix B), indicates all the pavement appears to be in fair condition with a PCR rating of 53 (dated 1997), an IRI rating of 254.08 (dated 1997) and a SUFFICIENCY rating of 80 (dated 1994).

CANDIDATE PROJECT
75TH AVENUE
MC 85 TO VAN BUREN STREET



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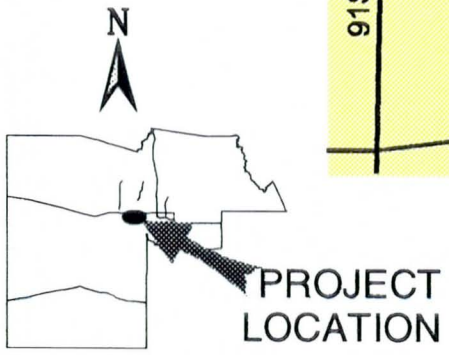
LEGEND

- Phoenix
- Tolleson
- County



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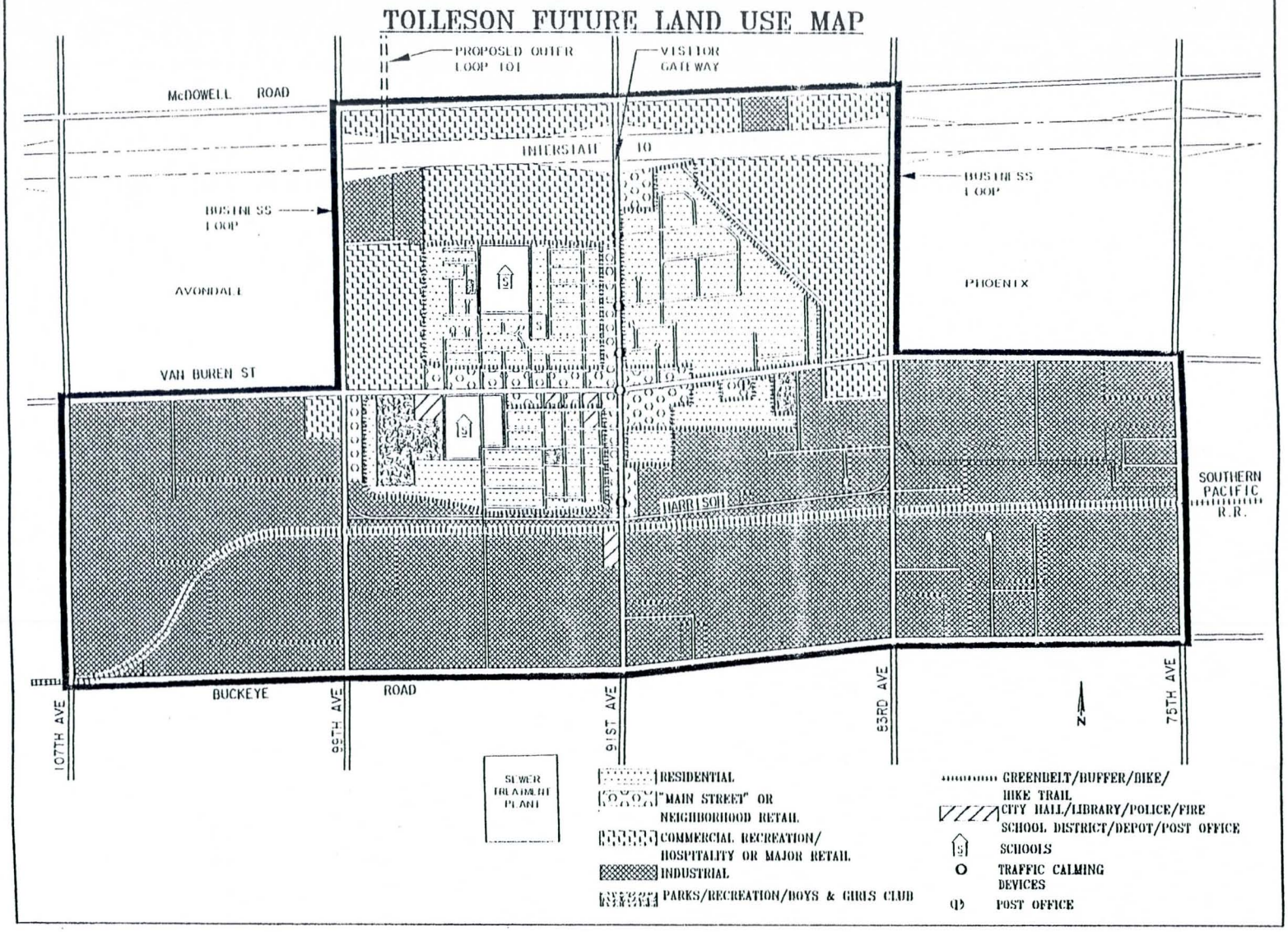
CITY LIMITS/FUTURE LAND USE MAP

75th Avenue
MC Hwy. 85 - Van Buren Street



Type and Reason for Improvement:

The existing pavement section will not sustain the heavy loading being placed upon it by the high number of trucks using this roadway. Due to the recent additions of trucking distribution centers, and the future improvements of 75th Avenue from Van Buren to I-10 by the City of Phoenix (See Appendix E), this section of 75th Avenue will see increased traffic which will not be sustained by the existing 50 mm (2 inch) AC over 150 mm (6 inch) DG pavement structural section without substantial unrecoverable maintenance costs. The proposed 150 mm (6 inch) AC over 250 mm (10 inch) AB pavement structural section will economically sustain these increased loads over a design life of 20 years.

TRAFFIC INFORMATION AND ANALYSIS

Traffic Counts, Projections and Accidents:

The results of the MCDOT traffic counts, vehicles per day (two-way), and forecasted traffic (MAG & MCDOT) for 75th Avenue are listed below: (See Appendix B for Traffic Information and Analysis.)

Location	1994	1995	1996	2001	2010	2020
MC Hwy. 85 - Van Buren Street	2028	4,799	8,733	*8,985*	*9,849*	*23,345*

The 2020 ADT project appears high since it reflects an apparent 9% growth rate per year from 2010 and yet projects only a minimal increase from recorded 1996 volumes to projected 2001 volumes. A 9% growth rate is not realistic even with this project's proximity to I-10 and the City of Tolleson's Land use plan directing industrial uses for adjacent land. Based on a more ***realistic growth rate of 3%*** and using 1996 recorded volumes as a basis, the following ADTs for design years 2001, 2010, and 2020 are projected:

Location	1994	1995	1996	2001	2010	2020
MC Hwy. 85 - Van Buren Street	2028	4,799	8,733	**10,123**	**13,208**	**17,750**

The accident history for 75th Avenue from MC Hwy. 85 (Buckeye Road) to Van Buren Street was gathered by the MCDOT Transportation Planning Division. The accident dates were from **January 1, 1991 to December 31, 1996**. The data includes incidents on Buckeye Road and Van Buren Street within a quarter mile of their intersections with 75th Avenue. Buckeye Road is an existing signalized intersection with curb and gutter whereas the existing intersection at Van Buren Street is a four way stop condition. There were 59 accidents during the 5-year period mentioned above. There were 36 accidents during the 3-year (1994-1996) Rating System analysis period.

The location of the accidents can be categorized as follows:

Location	Number	Percent
Intersection:	23	39%
Junction:	12	20%
Non-intersection:	24	41%

The accidents can be categorized as follows:

Category	Number	Percent
Collisions with other vehicles:	43	73%
Collisions with utility poles, traffic signs and luminaries	7	12%
Collisions with curbs and other fixed objects	9	15%

The collisions with other vehicles can be categorized as follows:

Type	Number	Percent
Sideswipes	6	14%
Angle	18	42%
Left turn	2	5%
Rear-end	14	33%
Head-on	1	2%
Backing	1	2%
U turn	1	2%

The times of the accidents can be categorized as follows:

Time of Day	Number	Percent
Morning (5 a.m. to 9 a.m.)	10	17%
Day (9 a.m. to 3 p.m.)	18	31%
Evening (3 p.m. to 7 p.m.)	17	29%
Night (7 p.m. to 11 p.m.)	10	17%
Mid night (11 p.m. to 5 a.m.)	4	6%

There was one accident with a fatality. This incident occurred on February 26, 1994 at 1:47 a.m.. It was a collision with a utility pole that injured two and killed a passenger.

Using an AADT of 5187 for the years 1994 to 1996, the following rates were computed (see Appendix A):

Rate for intersection related accidents, MC Hwy. 85 $\mathbf{R_{IN}}$	0.7 per T.I.
Rate for intersection related accidents, Van Buren St. $\mathbf{R_{IN}}$	1.9 per T.I.
Rate for non intersection related accidents, $\mathbf{R_{NIN}}$	3.7 per mile
Accident rate for project area, $\mathbf{R_P}$	6.3 per mile

After analysis of the number, rates, location, type and time of the accidents, there seems to be no predominant pattern to these accidents along 75th Avenue and its intersections. Therefore no additional traffic control measures are recommended, for this section of 75th Avenue.

Construction Traffic Management Evaluation and Recommendation:
Existing traffic can be maintained during construction on the existing 75th Avenue pavement. Due to current volumes and land use, it is undesirable to close the road to traffic for any substantial period of time. The roadway improvements east of the of the existing pavement width can be completed first after the relocation of the SRP power poles and the east side widening of the Roosevelt Irrigation District bridge. Traffic can then be rerouted to the new pavement to allow for replacement of the existing pavement structural section.

The possibility of minor (short duration) roadway closures for the railroad crossing improvements should be investigated during the design phase of the project.

DRAINAGE

The predominate drainage slope direction within the surrounding area of 75th Avenue is from the northeast to southwest at approximately 0.25%. The majority of adjacent land is agricultural, and is cultivated regularly, which has obliterated any original drainage patterns. Tailwater ditches, significantly deteriorated, and irrigation supply generally serve as drainage flow paths. The contributing drainage area is approximately 2.6 square kilometers (1 square mile).

The Roosevelt Irrigation District Canal crosses 75th Avenue at the midpoint of the project limits. There is an approximate 150 meters (500 feet) parallel strip, from the north edge of the canal, which lies within Zone A of the Federal Emergency Management Agency (FEMA) classification. (See Appendix D)

Cross drainage is not apparent along the project limits. Runoff from the pavement towards the west, bleeds off into the irrigation system which runs parallel to 75th Avenue. Flows from the fields, west of 75th Avenue, generally flows towards the southwest. Runoff from the pavement to the east and flows from the fields east of 75th Avenue, collect along the deteriorated ditch along the east side, throughout the project limits. There is no clearly identifiable pattern/path for this drainage.

There are no existing storm drain facilities within the project limits and no available storm water outfalls, except roadside cut ditches. Irrigation Districts discourage and/or prohibit roadway and development storm water discharges into the irrigation systems

LAND USE

The land adjacent to the project site is mostly agricultural land. Southwest Feed and Grain and Pet Food have processing plants along the west side of the corridor, near the Roosevelt Irrigation Canal and the Southern Pacific Railroad line. Recent development within the corridor includes an AutoZone Distribution Center, located on the northwest corner of Washington Street and 75th Avenue. Additionally, Freezer Services has a Distribution Center along the east side of the roadway, south of the railroad lines.

Pending Development:
The land adjacent to 75th Avenue, on the west and within the City of Tolleson limits, has been designated as industrial, per 1996 General Plan for Tolleson; current zoning maps, however, indicate a combination of IND-3 (industrial) and RURAL-43 (residential). The east side of the

corridor is within the City of Phoenix Limits and is zoned RE-43 (residential) north of the railroad lines and A-1 (industrial) south of the railroad line. The City of Phoenix indicated that the residential zoning along the east side of corridor north of the railroad line could eventually be changed to industrial. This change would match the adjacent City of Tolleson's industrial zoning along the west side of corridor. (see Appendix C for the Zoning Maps.)

Potential Intergovernmental Partners and Private Development Partners:
Those that will receive benefit from the roadway improvements are the City of Tolleson, the City of Phoenix and the property and business owners along 75th Avenue. These possibilities should be investigated during the early (pre-initial) design stages of this project. It is not anticipated the Roosevelt Irrigation District is a viable financial partner for bridge modification work (over the Roosevelt Irrigation Canal) due to prior rights.

RIGHT-OF-WAY

The City Limits Map for both Tolleson and Phoenix are included in Appendix C. Right-of-way requirements and calculations are shown on the plan sheets in Appendix A.

Existing and Proposed:
The existing ROW width is 10.058 meters (33 feet) wide west of the construction centerline of 75th Avenue except for the frontage along Southwest Feed and Grain and the Canal Industrial Park where it is 16.764 meters (55 feet). The east ROW line, between MC Hwy. 85 and the railroad line is 16.76 meters (55 feet); at the midpoint of this section there is a jog to 23.16 meters (76 feet) for 20.12 meters (66 feet). North of the railroad line to Van Buren Street the ROW is 15.24 meters (50 feet). North and south of both intersections at MC Hwy. 85 and Van Buren Street, the ROW is 10.058 meters (33 feet). There is a building encroachment at the northeast corner of 75th Avenue and Van Buren Street, of 2.300 meters (7.55 feet). This encroachment will be addressed during ROW acquisition, and will be cleared for new construction.

The required right-of-way for a **Rural Minor Collector with Left Turn Lane** is 33.528 meters (110 feet) wide with 16.764 meters (55 feet) on either side of the centerline. The total area required for the Low Cost Alternative is 0.4367 hectares (1.078 acres) and 1.3956 hectares (3.447 acres) for the Full Cost Alternative. The right-of-way requirements are shown on the plan sheets in Appendix A.

Temporary Construction Easements (TCEs) may be required at all driveway and street tie-ins for Madison and Washington Streets.

ENVIRONMENTAL

The following environmental overview was prepared by MCDOT Environmental:

This one mile segment is located in a rural agricultural area. Only a mile from Interstate 10, the project area is experiencing urban growth with the development of industrial sites and distribution centers. The Southern Pacific Railroad bisects the project area.

Native vegetation has been removed for virtually the entire length of this corridor. Endangered, threatened, and sensitive species are not likely to occur in the area as habitat in the area is considered marginal. There is no evidence of any natural washes or drainages; Section 404 permitting will not be required.

No hazardous waste sites or landfills are located in project area. The project area is located within the Maricopa County PM_{10} non-attainment area. This part of Maricopa County is also considered a non-attainment area for CO and Ozone. Air quality in the immediate area will likely deteriorate with the increased traffic and growth in the area. Provision for a continuous left-turn lane will contribute to better traffic flow as well as reduce vehicle traffic on the unpaved shoulders. Since this project will not add travel lane capacity or modify the roadway profile, a noise evaluation will not be conducted. The potential for archaeological resources exists and a cultural resources survey along the roadway will be conducted for the project.

Improvements to 75th Avenue to meet future roadway needs will result in minimal disturbance to the natural environment. A complete environmental analysis will need to be conducted during the early design phase for the project.

ROADWAY DESIGN ALTERNATIVES

Typical Sections:
The typical section for the Low Cost Alternative is a 14.4 meter (48 foot) wide rural minor collector with left turn lane (MCDOT Figure 5.3). The typical section for the Full Cost Alternative is a 20.6 meter (68 foot) wide urban minor arterial with left turn lanes (MCDOT Figure 5.8). See Appendix A for additional typical section information.

Alternative Development:
No-Build Alternative:
The no-build alternative would retain the existing roadway with no capital improvements. The section would be two-lane roadway without any left turn lanes.

(Preferred) Alternative 1 Rural Minor Collector with Left Turn Lane (Low Cost Improvement):
Alternative 1 consists of constructing a 14.4 meter (48 foot) rural minor collector with left turn lanes in accordance with MCDOT Roadway Design Manual, Figure 5.3. Pavement widening on 75th Avenue north of Van Buren Street will be performed to provide a left turn lane. The limits of this work will be kept to the minimum. Additionally, minor improvements will be made along the east and west approaches. The intersection of 75th Avenue and MC Hwy. 85 does not require additional widening since it has been upgraded previously and offers adequate width on the south for a left turn lane, and the east and west approaches allow for easy (direct) tie-in. The actual southern limit for this project will be 30.5 meters (100 feet) to the north of the intersection.

A non-standard pavement section of 150 mm (6 inches) of asphaltic concrete over 250 mm (10 inches) of aggregate base course was used to develop project costs. The existing roadway pavement of 12.50 meters (41 feet) will be widened to 14.4 meters (48 feet) from the beginning of the project (at MC Hwy. 85) to the railroad line. North of the railroad line, the existing

roadway width of 7.9 meters (26 feet) will be widened to 14.4 meters (48 feet) to the end of the project at Van Buren Street. The existing Roosevelt Irrigation District bridge will be widened to the east to accommodate the ultimate 5-lane section half-width including sidewalk. An upgrade to the railroad track crossing of 75th Avenue will be required.

The new pavement will require the relocation of the existing SRP power poles located along the east side for the northern half-mile—north of the railroad tracks.

All existing roadway access will be maintained during construction. The County will coordinate with the property owners for driveway revisions, as required.

Alternative 2 Urban Minor Arterial Road (Full Cost Improvement):

Alternative 2 consists of widening the roadway to a 5-lane section of 21.6 meters (72 feet) in width. This will match with the City of Phoenix's planned improvements for 75th Avenue between Van Buren and I-10 as shown in Appendix E. Pavement widening on 75th Avenue north of Van Buren Street will be performed to provide a left turn lane; improvements will extend 400 meters (1320 feet), north, east and west of the intersection. The intersection of 75th Avenue and MC 85 will also require additional widening improvements 400 meters (1320 feet), south of the intersection to accommodate the 5 lane section on the north. The east and west approaches will require minor improvements.

The new pavement will consist of 150 mm (6 inches) of asphaltic concrete over 250 mm (10 inches) of aggregate base course. The roadway pavement width will be 21.6 meters (72 feet) from the beginning of the project at MC Hwy. 85, through to the end of the project at Van Buren Street. The Roosevelt Irrigation District bridge will be widened on both sides and will include sidewalk. New curb and gutter will be installed along both sides of 75th Avenue. Improvements at the intersection of Washington and Madison Streets will be required. The railroad track crossing will be upgraded to accommodate the 5-lane section.

Cost Summary:

COST CATAGORIES	Factors	No Build	Preferred Low Cost Alternative	Full Cost Alternative
Construction		$0	$1,418,097	$2,737,072
Design (10% TO 15%)	10%	$0	$141,810	$273,707
Construction Management	15%	$0	$212,715	$410,561
Right-of-Way ($25,000/Acre)		$0	$27,500	$75,000
Utility Relocation (Includes RR Crossing Improvements)		$0	$202,584	$202,584
Administration (8% TO 13%)	10%	$0	$141,810	$273,707
Total		**$0**	**$2,144,516**	**$3,972,631**

PRELIMINARY SUMMARY COST ESTIMATES (Adjusted for Inflation)

Assumed Annual Inflation Rate = 2.90%
Assumed Number of Years = 5

Adjusted Construction Cost		$0	$1,635,999	$3,157,643
Design		$0	$163,600	$315,764
Construction Management	15%	$0	$245,400	$473,646
Right-of-Way		$0	$31,726	$86,524
Utility Relocation		$0	$233,713	$233,713
Administration	10%	$0	$163,600	$315,764
Adjusted Total		**$0**	**$2,474,036**	**$4,583,055**

Preliminary Construction Cost Estimate Alernative 1 - Low Cost Improvement - Rural Minor Collector with Left Turn Lane					
Item #	Description	Unit	Quantity	Unit Cost	Total
107.01100	N.P.D.E.S.	L.S.	1	$2,000.00	$2,000
107.09200	Community Relations	Allowance	1	$5,000.00	$5,000
	New Asphalt Pavement (See Pavement Sheet Below)	SQ M	31,800	$30.60	$973,080
340.01020	Single Curb (At Railroad Crossing)	M	800	$32.00	$25,600
350.01110	Removal of Existing Improvements	L.S.	1	$15,000.00	$15,000
402.00000	Traffic Signing & Striping - 3 lanes	M	2,200	$4.50	$9,900
402.00000	Traffic Signal, Future "Box-in"	EA	1	$4,900.00	$4,900
	Type 3 Object Marker @ 60 m o.c.	EA	27	$75.00	$2,025
618.02348	1060mm & 1220mm (42" & 48") RGRCP, Class III (SRVWUA)	M	215	$250.00	$53,750
	Headwall, 1060 mm to 1520 mm Pipe (MAG Details)	EA	2	$3,200.00	$6,400
	Bridge < 100' (See Structure Sheet)	EA	1	$38,869.20	$38,869
		Subtotal			$1,136,524
110.01000	Mobilization @ 5%	L.S.	1	$56,826.00	$56,826
401.00000	Traffic Control @ 3.5%	L.S.	1	$39,778.00	$39,778

Subtotal Construction		$1,233,128
Contingency	15%	$184,969
Total		**$1,418,097**

Alternate 1 Low Cost Rural Minor Collector w/ Lt Turn Lane	
Project Length (km)	1.6
Typical Number of Lanes	3
Typical Pavement Width (m)	14.4
AC (mm)	150
AB (mm)	250

Pavement Costs for Minor Collector		Metric	Actual	Used	
Item #	Description	Unit	Quantity	Unit Cost	Total
310.07100	Aggregate Base (10")	Ton	0.5250	$20.00	$10.50
315.07000	Bituminous Prime Coat (0.4 gal per SY)	Ton	0.0016	$300.00	$0.48
	Tack Coat	SY	1	$0.16	$0.16
321.03100	Asphalt Concrete, C 3/4 (6")	Ton	0.3375	$35.00	$11.81
333.07100	Fog Seal (Diluted 50/50; 0.1 gal per SY)	Ton	0.0004	$285.00	$0.11
301.02000	Subgrade Preparation (Under new pavement only)	SY	1	$2.50	$2.50
	Pavement and Subgrade Preparation Cost Per SY				$25.57
	Pavement and Subgrade Preparation Cost Per SQ M				$30.58
	Unit Cost Per SQ M for 150 mm over 250 mm			**Total**	**$30.60**

Alternative 1 - Low Cost Improvement

BOX CULVERT COST CALCULATIONS

TYPE OF ROAD	BOX LENGTH	BOX DESCRIPTION	BOX WIDTH	TOP SFC AREA*	UNIT	COST**	TOTAL COST
URBAN MINOR ARTERIAL OR LESS (27 m or 88.58' for 5 Lanes & 2 Sidewalks)	27		0	0	SQ M	$400.00	$0.00
URBAN MINOR ARTERIAL W/ BIKE LANES (28.8 m or 94.49' for 5 Lanes, 2 B/L's & 2 S/W's)	28.8		0	0	SQ M	$400.00	$0.00
URBAN MAJOR ARTERIAL (31.8 m or 104.33' for 7 Lanes & 2 S/W's)	31.8		0	0	SQ M	$400.00	$0.00
SPECIAL LOW VOLUME ROAD CONDITION *** (16 m or 52.49' for 2 Lanes with Shoulders)	16		0	0	SQ M	$400.00	$0.00

* Top Surface Area of box.

** Equivalent English unit cost is $25 to $30/SFT. Cost Includes Wing Walls

*** 16 m box with approval only. Generally a non-section line, low volume location.

BRIDGE COST CALCULATIONS

TYPE OF ROAD	BRIDGE LENGTH	DESCRIPTION	BRIDGE WIDTH	TOP SFC AREA*	UNIT	COST**	TOTAL COST
URBAN MINOR ARTERIAL OR LESS (27 m or 88.58' for 5 Lanes & 2 Sidewalks)	12.2 (40')	Widen to Rt Existing total width is 15.2m	5.9	71.98	SQ M	$540.00	$38,869.20
URBAN MINOR ARTERIAL W/ BIKE LANES (28.8 m or 94.49' for 5 Lanes, 2 B/L's & 2 S/W's)	0		28.8	0	SQ M	$540.00	$0.00
URBAN MAJOR ARTERIAL (31.8 m or 104.33' for 7 Lanes & 2 S/W's)	0		31.8	0	SQ M	$540.00	$0.00
SPECIAL LOW VOLUME ROAD CONDITION *** (16 m or 52.49' for 2 Lanes with Shoulders)	0		16	0	SQ M	$540.00	$0.00

New 300k including remo' + irr. costs 100k ±

Utility Relocations

Item #	Description	Unit	Quantity	Unit Cost	Total
1	Relocate 69 kv Power Pole	EA		$10,000.00	~13,000
2	Other Poles associated w/ 69kv Power Line	EA		$4,000.00	
3	Relocate 12 kv Power Poles	EA	18	$3,500.00	$63,000.00
4	SRP Facilities by SRP Forces (See Calc Sheet)	LS		$12,000.00	
5	Railroad Crossing	LF	110	$962.00	$105,820.00

Subtotal Construction		$168,820.00
Contingency	20%	$33,764.00
Total		**$202,584.00**

Preliminary Construction Cost Estimate Alternative 2 - Full Cost Alternative - Urban Minor Arterial					
Item #	Description	Unit	Quantity	Unit Cost	Total
107.01100	N.P.D.E.S.	L.S.	1	$4,000.00	$4,000
107.09200	Community Relations	Allowance	1	$7,500.00	$7,500
	New Asphalt Pavement (See Pavement Sheet)	SQ M	43,320	$30.58	$1,324,608
340.01020	Single Curb	M	800	$32.00	$25,600
340.01120	Conc. C & G	M	3,200	$30.00	$96,000
	Conc S/W Ramp Std Det 231 Type "A"	EA	4	$500.00	$2,000
340.09750	Concrete Driveway w/5' Wings, Std. Det. 250	SQ M	50	$40.00	$2,000
350.01110	Removal of Existing Improvements	L.S.	1	$40,000.00	$40,000
402.00000	Traffic Signing & Striping - 5 lanes	M	2,200	$5.80	$12,760
402.00000	Traffic Signal, Full Intersection	EA	1	$90,000.00	$90,000
510.03010	Scupper	EA	22	$1,500.00	$33,000
618.02324	610 mm (24") RGRCP, Class III	M	60	$145.00	$8,700
618.02348	1060 mm & 1220 mm (42" & 48") RGRCP, Class III	M	1,300	$250.00	$325,000
	Headwall, 460 mm to 910 mm Pipe (MAG Details)	EA	2	$1,650.00	$3,300
	Headwall, 1060 mm to 1520 mm Pipe (MAG Details)	EA	2	$3,200.00	$6,400
	Irrigation Junction Box (MAG Details)	EA	4	$2,500.00	$10,000
	Concrete Slip Form Irrigation Ditch	M	60	$75.00	$4,500
	Irrigation Structure w/ Gates	EA	1	$7,500.00	$7,500
	Box Culvert (See Structure Sheet)	EA	1	$21,600.00	$21,600
	Bridge < 100' (See Structure Sheet)	EA	1	$77,738.40	$77,738
		Subtotal			$2,102,206
110.01000	Mobilization @ 5%	L.S.	1	$105,110.00	$105,110
401.00000	Traffic Control @ 3.5%	L.S.	1	$73,577.00	$73,577
	Subtotal Construction				$2,280,893
	Contingency			20%	$456,179
		Total			$2,737,072

Alternate 2 Full Cost Urban Minor Arterial	
Project Length (km)	1.6
Typical Number of Lanes	5
Typical Pavement Width (m)	21.6
AC (mm)	150
AB (mm)	250

Alternative 2 - Full Cost Improvement

Pavement Costs for Urban Minor Arterial		Metric	Actual	Used	
Item #	Description	Unit	Quantity	Unit Cost	Total
310.07100	Aggregate Base (10")	Ton	0.5250	$20.00	$10.50
315.07000	Bituminous Prime Coat (0.4 gal per SY)	Ton	0.0016	$300.00	$0.48
	Tack Coat	SY	1	$0.16	$0.16
321.03100	Asphalt Concrete, C 3/4 (6")	Ton	0.3375	$35.00	$11.81
333.07100	Fog Seal (Diluted 50/50; 0.1 gal per SY)	Ton	0.0004	$285.00	$0.11
301.02000	Subgrade Preparation (Under new pavement only)	SY	1	$2.50	$2.50
	Pavement and Subgrade Preparation Cost Per SY				$25.57
	Pavement and Subgrade Preparation Cost Per SQ M				$30.58
Rounded	Unit Cost Per SQ M for 75 mm over 250 mm			Total	$30.60

BOX CULVERT COST CALCULATIONS

TYPE OF ROAD	BOX LENGTH	BOX DESCRIPTION	BOX WIDTH	TOP SFC AREA*	UNIT	COST**	TOTAL COST
Parallel Structure at RID Canal Crossing	30	Lengthen Exisitng 6x4 Along west side (SRVWUA)	1.8	54	SQ M	$400.00	$21,600.00
URBAN MINOR ARTERIAL W/ BIKE LANES (28.8 m or 94.49' for 5 Lanes, 2 B/L's & 2 S/W's)	28.8		0	0	SQ M	$400.00	$0.00
URBAN MAJOR ARTERIAL (31.8 m or 104.33' for 7 Lanes & 2 S/W's)	31.8		0	0	SQ M	$400.00	$0.00
SPECIAL LOW VOLUME ROAD CONDITION *** (16 m or 52.49' for 2 Lanes with Shoulders)	16		0	0	SQ M	$400.00	$0.00

* Top Surface Area of box.

** Equivalent English unit cost is $25 to $30/SFT. Cost includes Wing Walls

*** 16 m box with approval only. Generally a non-section line, low volume location.

BRIDGE COST CALCULATIONS

TYPE OF ROAD	BRIDGE LENGTH	DESCRIPTION	BRIDGE WIDTH	TOP SFC AREA*	UNIT	COST**	TOTAL COST
URBAN MINOR ARTERIAL OR LESS (27 m or 88.58' for 5 Lanes & 2 Sidewalks)	12.2 (40')	Widen Lt & Rt Existing total width is 15.2m	11.8	143.96	SQ M	$540.00	$77,738.40
URBAN MINOR ARTERIAL W/ BIKE LANES (28.8 m or 94.49' for 5 Lanes, 2 B/L's & 2 S/W's)	0		28.8	0	SQ M	$540.00	$0.00
URBAN MAJOR ARTERIAL (31.8 m or 104.33' for 7 Lanes & 2 S/W's)	0		31.8	0	SQ M	$540.00	$0.00
SPECIAL LOW VOLUME ROAD CONDITION *** (16 m or 52.49' for 2 Lanes with Shoulders)	0		16	0	SQ M	$540.00	$0.00

Utility Relocations

Item #	Description	Unit	Quantity	Unit Cost	Total
1	Relocate 69 kv Power Pole	EA		$10,000.00	
2	Other Poles associated w/ 69kv Power Line	EA		$4,000.00	
3	Relocate 12 kv Power Poles	EA	18	$3,500.00	$63,000.00
4	SRP Facilities by SRP Forces (See Calc Sheet)	LS		$12,000.00	
5	Railroad Crossing	EA	110	$962.00	$105,820.00

Subtotal Construction		$168,820.00
Contingency	20%	$33,764.00
Total		$202,584.00

PREFERRED ALTERNATIVE

Alternative 1 Rural Minor Collector with Left Turn Lane (Low Cost Improvement) is the recommended alternative over the No Build and Full Cost Alternative because it improves the safety and characteristics of the roadway and provides an appropriate pavement structrual section for a high percentage (18%) truck corridor. Without the recommended Low Cost Improvement, this section of roadway will continue to incur substantial pavement maintenance costs due to the condition of the existing pavement structure and the high truck traffic.

MAJOR DESIGN FEATURES:

Standard Typical Section:	Rural Minor Collector w/ Lt Turn Lanes
Design Year Volume:	17,750 VPD
Design Year:	2020
Design Vehicle:	WB-50
Design Speed:	90 kph (55 mph)
Pavement Design Life:	20 years
Number of Lanes:	3
Roadway Width:	14.4 meters (48 feet)
Intersection Geometrics:	9.1 meter (30 foot) radius (Evaluate for Trucks)
Drainage Structures:	Standard Cut Ditches/Retention Basins
Standard Right-of-way Requirements:	33.528 meters (110 feet)
Other:	There are no design exceptions.

STRUCTURES

The existing Roosevelt Irrigation District (RID) Canal bridge is 12.2 meters (40 feet) long and 15.2 meters (50 feet) in width. Upon visual inspection, the structure appears to be in good condition. There is an existing bridge structure 3.0 meters (10 feet) west of the RID Canal bridge, which carries the private concrete lined irrigation canal across the RID Canal.

1220 mm (48") culvert crossings exist, along the west side of 75th Avenue, for the private concrete lined irrigation canal, at Washington and Madison Streets, the Southwest Grain driveway entrance and the RID Canal Maintenance Road.

Simple span bridge crossings, for the private concrete lined irrigation canal, exist at the Pet Food Plant driveway and at 3 crossings south of the railroad line.

UTILITIES

The following utilities were noted during the field review and/or on Blue Stake records to be within or adjacent to the right-of-way of 75th Avenue:

- There is an underground sanitary sewer line (City of Phoenix) running approximately down the centerline of 75th Avenue.
- There is an underground waterline (City of Phoenix) running approximately down the centerline of 75th Avenue. There are 4 existing fire hydrants along the east side of 75th Avenue, south of the railroad line. There are water valves located at the intersections of Washington and Madison Streets.
- Santa Fe Pipeline Company has an underground petroleum line along the east side of 75th Avenue throughout the project limits.
- Southwest Gas Company has an underground gasline along the east side of 75th Avenue throughout the project limits.
- Salt River Project - Power has overhead 12 kv power lines on the east side of 75th Avenue, running north-south, the entire length of the project. There is a 64 kv crossing at the railroad line.
- US West has underground conduit and pedestal boxes along the east side of 75th Avenue throughout the project limits. Additionally, fiber optic cable exists at the northern limits of the project and terminates at a junction box near the southeast corner of Van Buren Street at 75th Avenue.
- Roosevelt Irrigation District (RID) Canal crosses at the midpoint of the project limits. Additionally there is a concrete lined irrigation canal running parallel to Van Buren Street (south side), crossing under 75th Avenue, via dual 600 mm (24") pipe culverts. A RID pump station exists at the southeast corner of Van Buren Street at 75th Avenue.
- A Salt River Project - Irrigation well site exists south of the RID Canal bridge, east of 75th Avenue. There is a junction structure located at the northeast corner of MC Hwy. 85 and 75th Avenue.
- Southern Pacific Railroad crossing at approximately the mid-point of the project.

UPRR

The following utility relocation's will need to be made:

- Overhead SRP power lines along the east side of 75th for the northern half-mile;
- RID irrigation canal crossing at Van Buren Street, including possible relocation of the well in the southeast quadrant;
- US West pedestal and junction boxes;
- No conflicts are anticipated with the sanitary sewer line, water line, underground petroleum pipeline, underground gas line and U.S. West fiber optics conduit;

The following structural reconstruction's will be required:

- Southern Pacific Railroad crossing upgrade for full right-of-way width—33.528 meters (110 feet) for either the Low or Full Cost Alternatives;
- RID irrigation canal crossing at Van Buren Street: 2-600 mm (24") culverts including headwalls; and
- RID irrigation canal bridge widening;

New ROW will be required primarly to the right of the centerline (east side).

DESIGN EFFORT

Design Exceptions:
There are no known design exceptions at this time.

Survey:
This project will require control and topographic survey.

Design:
This project will require:

- Roadway Design
- Drainage Design
- Utility Coordination
- Bridge Design

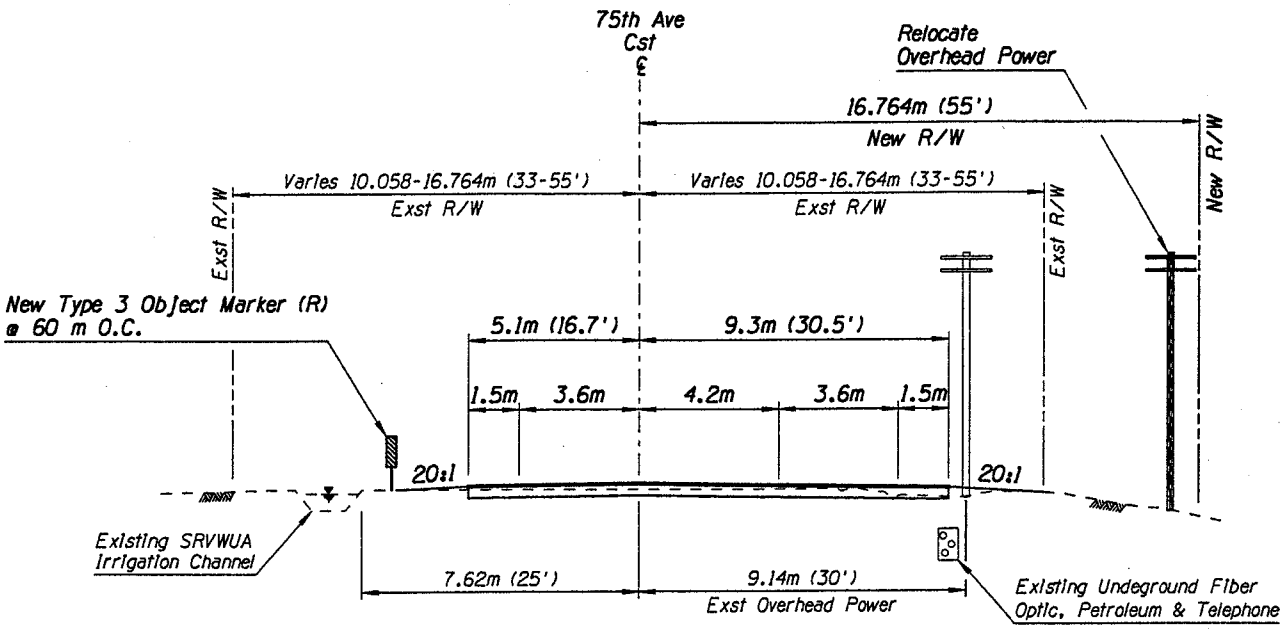
Construction Cost Estimate:
The construction cost estimate for the ***Preferred*** Alternative 1 Rural Minor Collector with two-way Left Turn Lane—Low Cost Improvement is **$1,418,097** .

Design Concept Report (DCR):
A DCR is not recommended, however coordination of Typical Section and Alignment with the City of Phoenix for their 75th Avenue, Van Buren to I-10 project will be required.

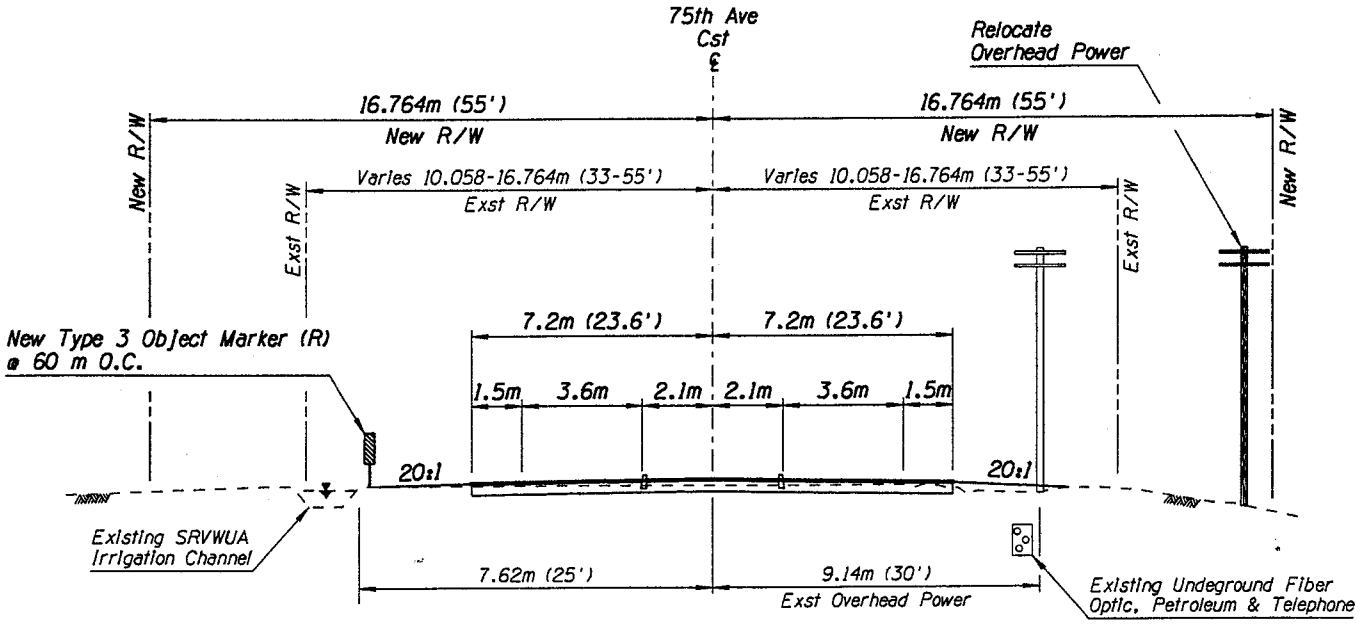
MCDOT Rating System Data Input (1994 - 1996)
(Data for the shaded areas will be provided by MCDOT)

Criteria	Category	Type of Data Input	Data
Safety	Accident Rate & Type of Accident 1. Fatal 2. Incapacitating 3. Evident 4. Possible 5. Property Damage Only	Annual Accidents per Million Vehicle Miles of Travel and number of accidents by type Rate = (Total Accidents/Yr) (1,000,000) (ADT * Project Length) (365/Days/Yr)	Accident Rate 6.3 Fatal 1 Incapacitating 2 Evident 9 Possible 5 Property Damage 19
	Accident Severity by Type (5) and Cost of Accidents	Annual dollars cost per million vehicle Miles of Travel	
	Sufficiency Rating	0-100 100 = New Road	80
	Pavement Condition Rating (PCR)	0-100 100 = Excellent Pavement	53
	International Roughness Index (IRI)	0-500 0 = Smooth Road	254
Land Use, Regional Travel, and Environmental Factors	Environmental Factors	Project is in a Non Attainment Area and One of the Following Two Criteria	Yes or No
		Project Paves a Dirt Road	Yes or No
		Project Provides Paved Shoulders or Curbs.	Yes or No
	Regional Travel	Percent Regional Travel Usage	
	Project Location Percent of the project area in or out of a city, town or Indian Community		Percent 100%
Current and Future Volume to Capacity Ratios	Current (2001) V/C Ratio	Volume and Capacity from the MAG Transportation Model or **Consultant**	Vol 10,123 Cap _____
	Future (2020) V/C Ratio	Volume and Capacity from the MAG Transportation Model or **Consultant**	Vol 17,750 Cap _____
Project Benefits and Costs	Benefits and Costs for a 20 Year Period	Costs for: design, ROW, construction, construction management and, administration.	**$2,144,516**
		Benefits	
Joint Sponsorship	Local Partnership Contribution	Percent a local city or town is willing to Cost Share	
	Included in a Local Jurisdiction's CIP	Yes or No	Yes or No
Bonus	**Intelligent Transportation System (ITS)**		
	ITE Corridor	Yes or **No**	
	Signal System Interconnect	Yes or No	
	Regional Traveler Info. System Data Collection	Yes or No	
	Surveillance & Monitoring of the Corridor	Yes or No	
	Roadway/Transit/Pedestrian/Bicycle		
	Bike Lanes	Yes or **No**	
	Sidewalks	Yes or **No**	
	Landscaping	Yes or **No**	
	Bus Pull Outs	Yes or **No**	
	Environmental Components		
	Environmental Enhancements	Yes or No	
	Avoidance of Significant Archaeological Sites	Yes or No	
	Environmental Restoration of Old Roadways	Yes or No	
	HAZMAT Site Cleanup Partnering	Yes or No	

Appendix A
Typical Sections and Plan Sheets



Low Cost Alternative
Rural Minor Collector with Left Turn Lane
(Fig 5.3)



Low Cost Alternative
Rural Minor Collector with Left Turn Lane
at Southern Pacific Railroad
(Fig 5.3)

75TH AVENUE
MC HIGHWAY 85 TO VAN BUREN STREET
TYPICAL SECTION
ALTERNATIVES

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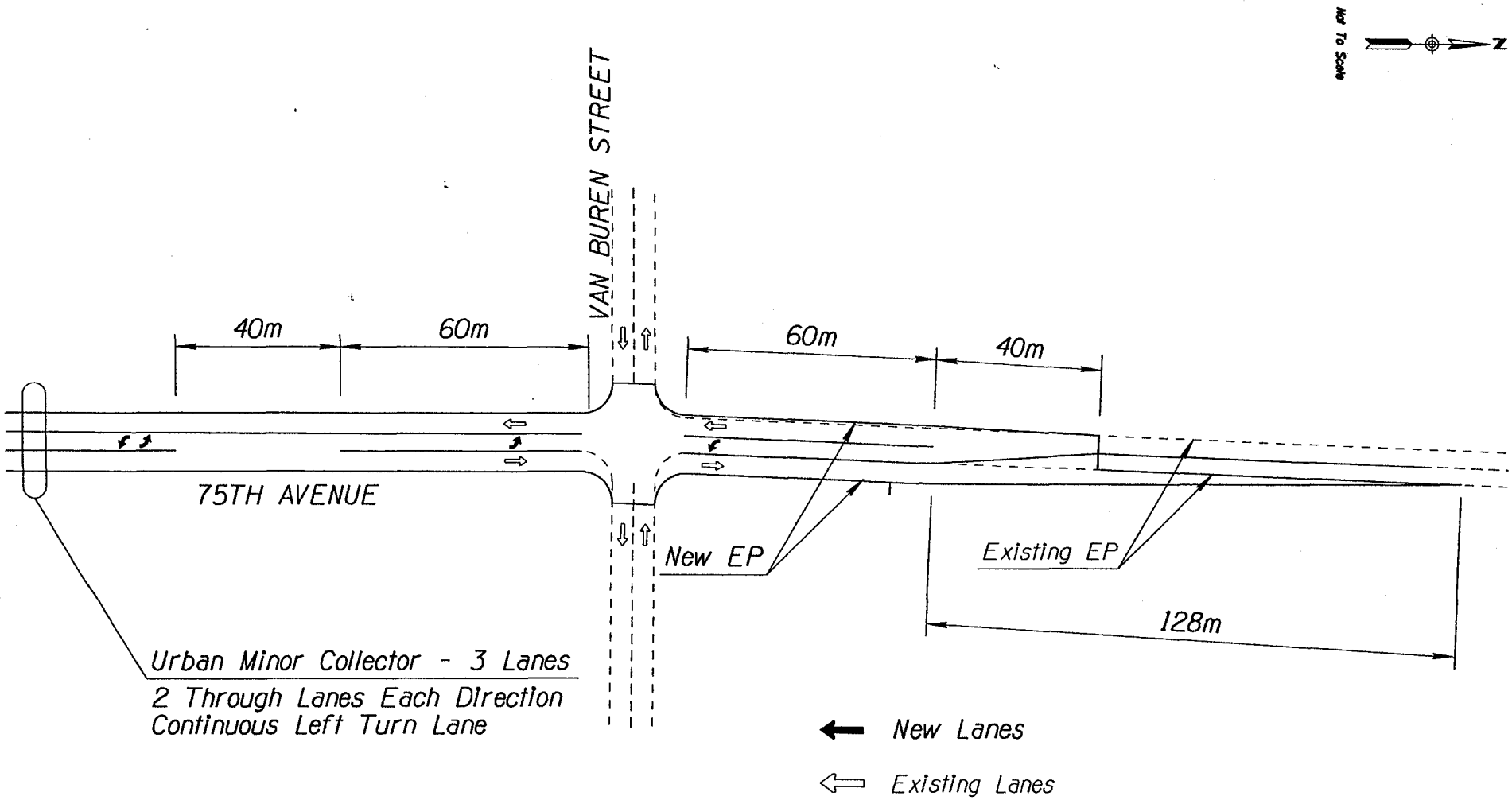
75THVOL.DGN



75TH AVENUE
PREFERRED LOW COST ALTERNATIVE
INTERSECTION IMPROVEMENT
AT VAN BUREN STREET

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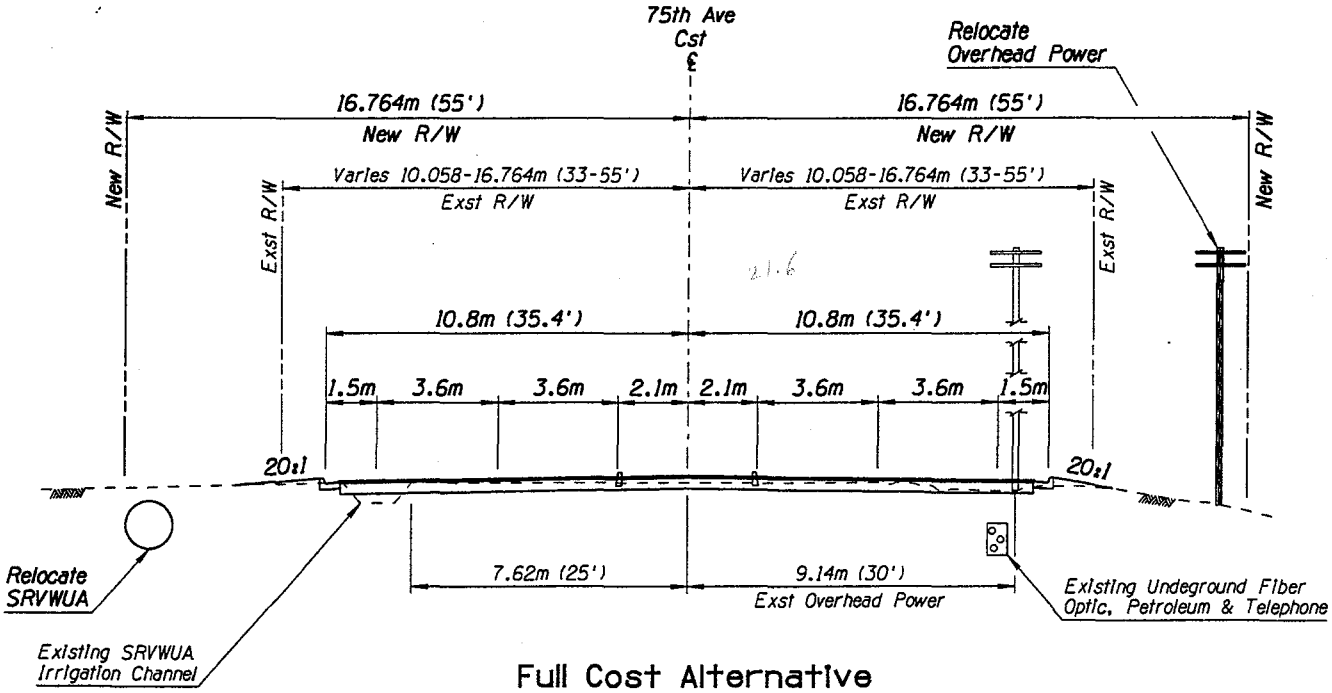

Full Cost Alternative
Urban Minor Arterial
(Fig 5.8)

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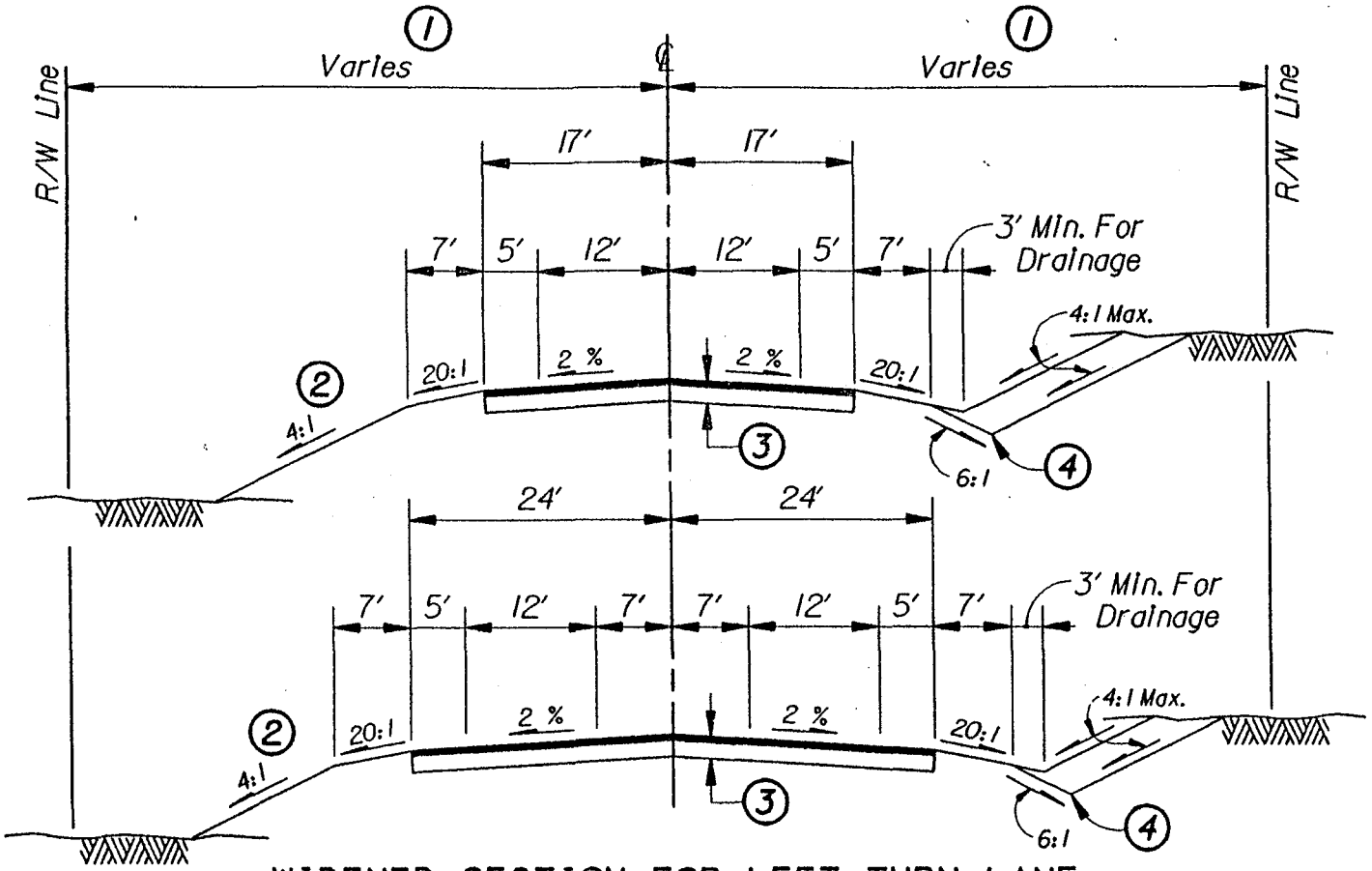
PHOENIX, ARIZONA 85021

75TH AVENUE
FULL COST ALTERNATIVE
TYPICAL SECTION



WIDENED SECTION FOR LEFT TURN LANE

N.T.S.

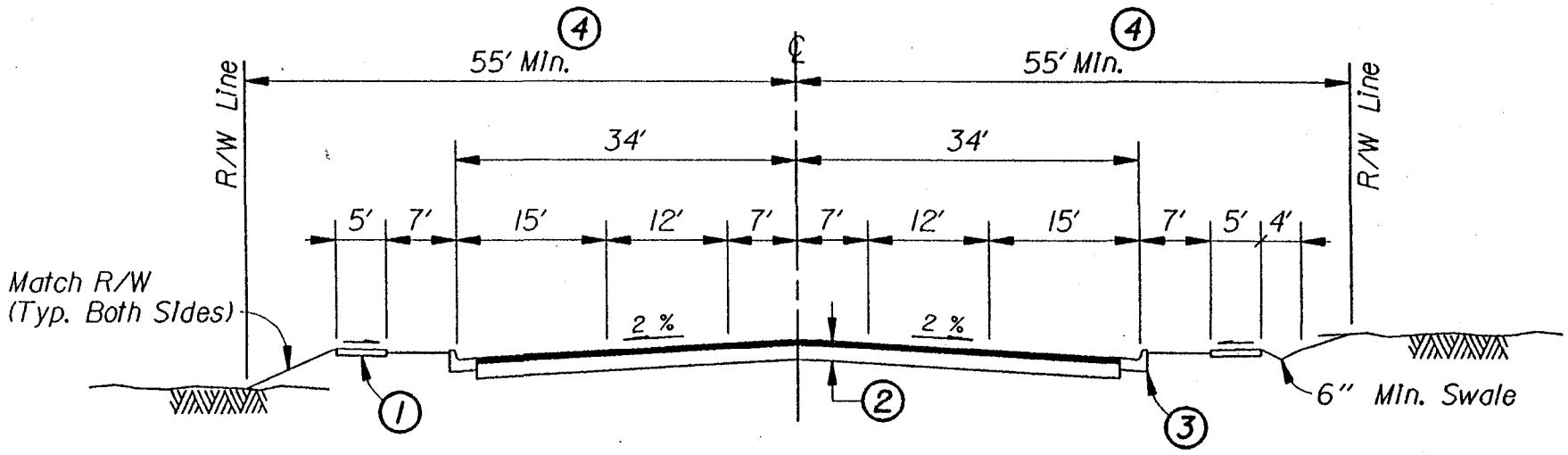
(1) Min. Std. R/W Requirements:
Section Line or Section Line Alternate Location - 55' Typical Half-Width Min.
Mid-Section Line or Mid-Section Line Alternate Location - 40' Typical Half-Width Min.
Road of Regional Significance Alignment - 70' Typical Half-Width Min.

(2) For Guardrail Installation See MCDOT Std. Detail 2036 or 2037.

(3) 3" Min. A.C. Over 10" Min. A.B. or Approved Equivalent.

(4) Special Drainage Ditch as Required.

Maricopa Co. Dept. of Transportation Standard Typical Section	RURAL COLLECTOR ROADS	FIG. 5.3



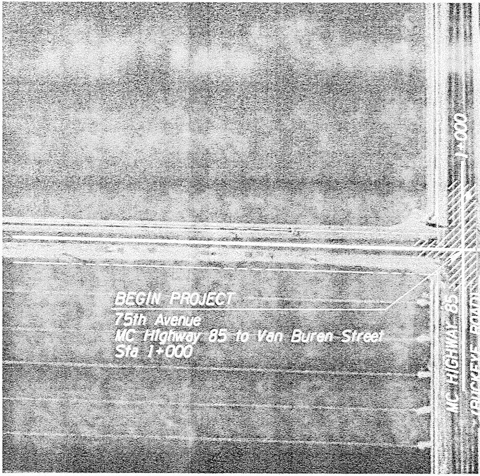
N.T.S.

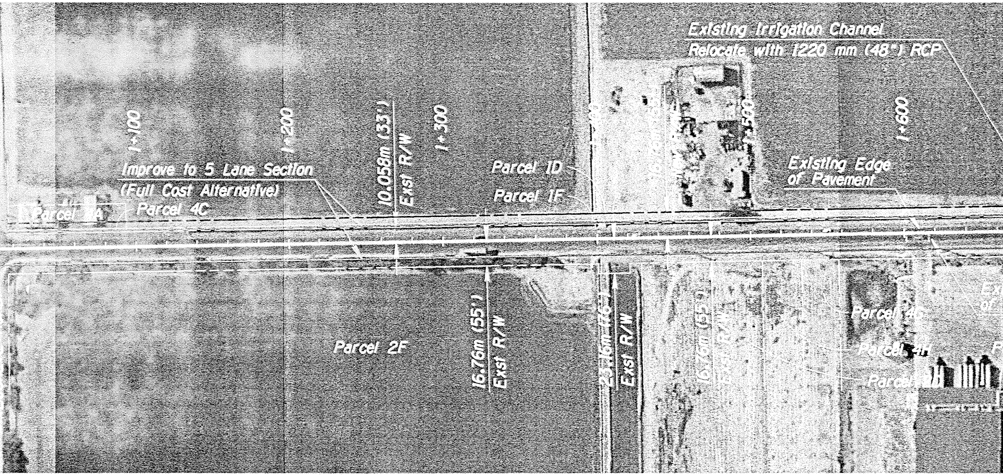
1. Designer Shall Offset S/W Except at Street Intersections (Typ. Both Sides).
2. 4" Min. A.C. Over 10" Min. A.B. or Approved Equivalent.
3. MAG Std. Detail 220, Type A or MCDOT Std. Detail 2030, Curb & Gutter (Typ. Both Sides).
4. Road of Regional Significance Alignment - 70' Typical Half-Width Min.

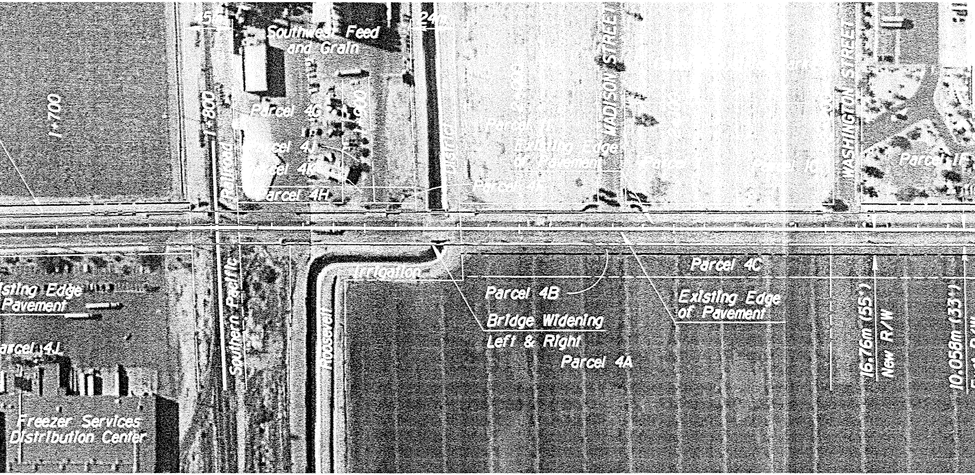
Maricopa Co. Dept. of Transportation Standard Typical Section	URBAN MINOR ARTERIAL ROAD	FIG. 5.8

RIGHT OF WAY REQUIREMENTS

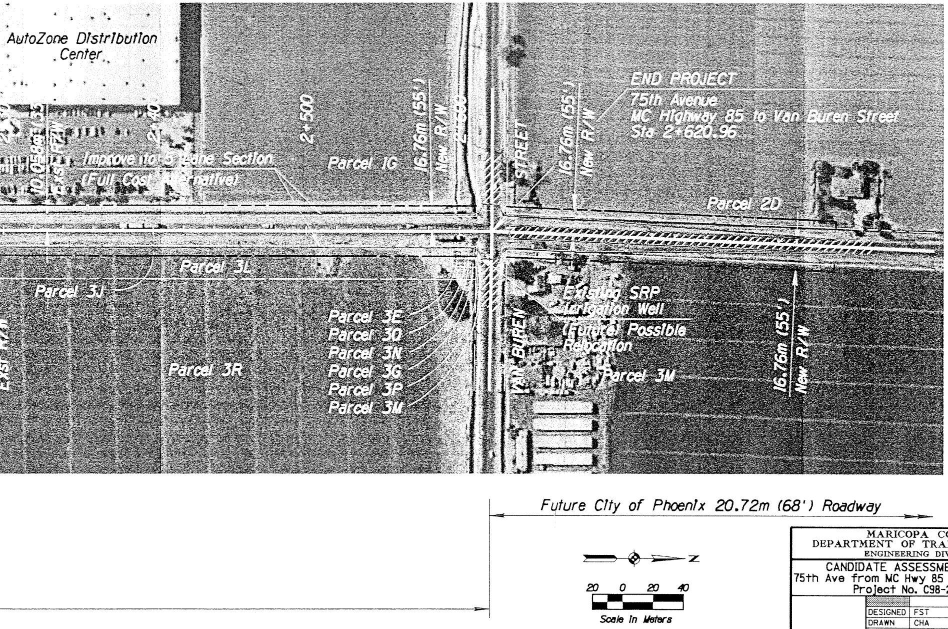
FULL COST ALTERNATIVE		
PARCEL	HECTARE	ACRE
Book 104 Map 10 Parcel 4B	0.1624	0.4012
Book 104 Map 10 Parcel 3J	0.2639	0.6518
Book 104 Map 10 Parcel 3E	0.0041	0.0102
Book 104 Map 10 Parcel 3N	0.0052	0.0128
Book 104 Map 10 Parcel 3M	0.0010	0.0025
Book 104 Map 14 Parcel 4C	0.0163	0.0404
Book 104 Map 14 Parcel 4A	0.0362	0.0893
Book 104 Map 14 Parcel 1D	0.3199	0.7902
Book 104 Map 14 Parcel 1F	0.1493	0.3688
Book 104 Map 11 Sheet 1 Parcel 1F	0.1300	0.3211
Book 104 Map 11 Sheet 1 Parcel 1G	0.1098	0.2712
Book 102 Map 42 Parcel 3M	0.0987	0.2438
Book 102 Map 43 Parcel 2D	0.0987	0.2438
TOTAL	1.3956 ha	3.4472 ac


BEGIN PROJECT
75th Avenue
MC Highway 85 to Van Buren Street
Sta 1+000
1+000
MC HIGHWAY 85
(BUCKEYE ROAD


Existing Irrigation Channel
Relocate with 1220 mm (48") RCP
1+100
1+200
10.058m (33')
Exst R/W
1+300
1+400
1+500
1+600
Improve to 5 Lane Section
(Full Cost Alternative)
Parcel 1D
Parcel 1F
Existing Edge
of Pavement
Parcel 4A
Parcel 4C
Parcel 2F
16.76m (55')
Exst R/W
23.16m (76')
Exst R/W
16.76m (55')
Exst R/W
Parcel 4G
Parcel 4H


Southwest Feed
and Grain
1+700
1+800
1+900
Parcel 4G
Parcel 4J
Parcel 4K
Parcel 4H
Railroad
District
Parcel 1I
Existing Edge
of Pavement
MADISON STREET
Parcel 1G
WASHINGTON STREET
Parcel 1F
Parcel 4C
Irrigation
Parcel 4B
Bridge Widening
Left & Right
Parcel 4A
Existing Edge
of Pavement
16.76m (55')
New R/W
10.058m (33')
isting Edge
Pavement
arcel 4J
Southern Pacific
Roosevelt
Freezer Services
Distribution Center

1.6 km (1 mi)


AutoZone Distribution Center
2+40
10.058m (33')
Exist R/W
Improve to 5 Lane Section
(Full Cost Alternative)
2+500
Parcel 1G
16.76m (55')
New R/W
2+600
STREET
16.76m (55')
New R/W
END PROJECT
75th Avenue
MC Highway 85 to Van Buren Street
Sta 2+620.96
Parcel 2D
Parcel 3L
Parcel 3J
Parcel 3E
Parcel 3O
Parcel 3N
Parcel 3G
Parcel 3P
Parcel 3M
Parcel 3R
Exist R/W
VAN BUREN
Existing SRP
Irrigation Well
(Future) Possible
Relocation
Parcel 3M
16.76m (55')
New R/W
Future City of Phoenix 20.72m (68') Roadway
N
20 0 20 40
Scale in Meters

MARICOPA COUNTY
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION

CANDIDATE ASSESSMENT REPORT
75th Ave from MC Hwy 85 to Van Buren St
Project No. C98-2707-08

	BY	DATE
DESIGNED	FST	01/98
DRAWN	CHA	01/98
CHECKED	SCB	01/98

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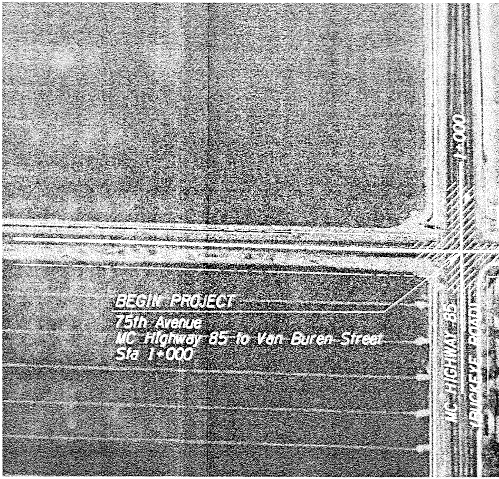
PHOENIX, ARIZONA 85021
(602) 264-1228

FULL COST ALTERNATIVE

SHEET 1 OF 1

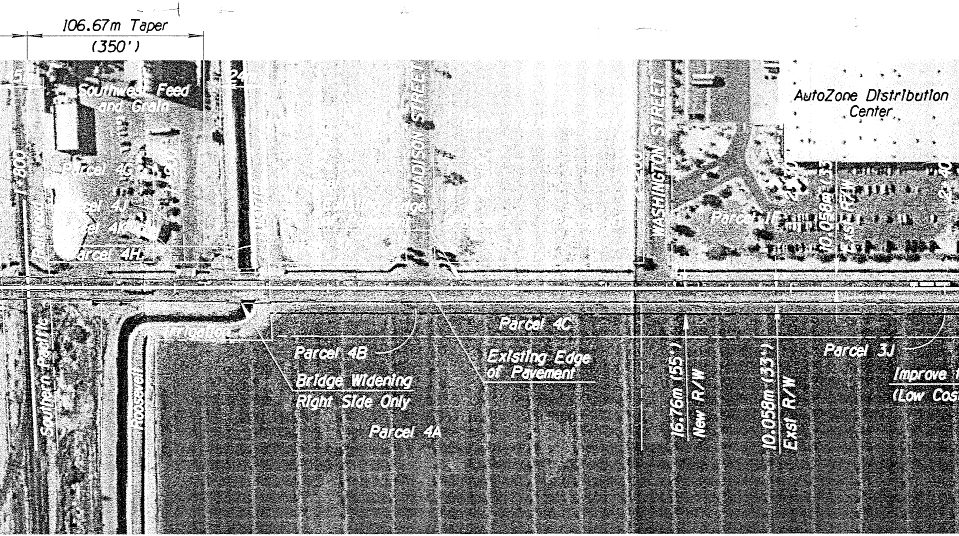
RIGHT OF WAY REQUIREMENTS

LOW COST ALTERNATIVE		
PARCEL	HECTARE	ACRE
Book 104 Map 10 Parcel 4B	0.1624	0.4012
Book 104 Map 10 Parcel 3J	0.2639	0.6518
Book 104 Map 10 Parcel 3E	0.0041	0.0102
Book 104 Map 10 Parcel 3N	0.0052	0.0128
Book 104 Map 10 Parcel 3M	0.0010	0.0025
TOTAL	0.4367 ha	1.0786 ac

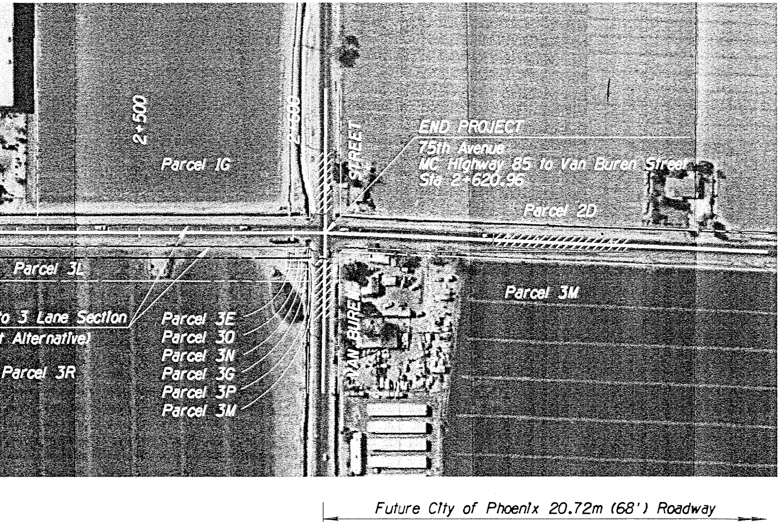

BEGIN PROJECT
75th Avenue
MC Highway 85 to Van Buren Street
Sta 1+000
1+000
MC HIGHWAY 85
(BUCKEYE ROAD)

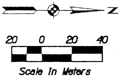
106.67m Taper
(350')
1+100
1+200
10.058m (33')
Exst R/W
1+300
1+400
1+500
1+600
1+700
Parcel 1D
Parcel 1F
Existing Edge
of Pavement
Parcel 4A
Parcel 4C
Improve to 3 Lane Section
(Low Cost Alternative)
Parcel 2F
16.76m (55')
Exst R/W
23.16m (76')
Exst R/W
16.76m (55')
Exst R/W
Existing Edge
of Pavement
Parcel 4G
Parcel 4H
Parcel 4J
Parcel
Freezer Services
Distribution Center

1.


106.67m Taper
(350')
24m
Southwest Feed
and Grain
1+800
Parcel 4G
Parcel 4J
Parcel 4K
Parcel 4H
Railroad
MADISON STREET
Existing Edge
of Pavement
WASHINGTON STREET
AutoZone Distribution
Center
Parcel 1F
10.058m (33
Exst R/W
Parcel 4C
Irrigation
Parcel 4B
Bridge Widening
Right Side Only
Existing Edge
of Pavement
Southern Pacific
Roosevelt
Parcel 4A
16.76m (55')
New R/W
10.058m (33')
Exst R/W
Parcel 3J
Improve
(Low Cos

6 km (1 mi)


2+500
2+600
STREET
END PROJECT
75th Avenue:
MC Highway 85 to Van Buren Street
Sta 2+620.96
Parcel 1G
Parcel 2D
Parcel 3L
to 3 Lane Section
t Alternative)
Parcel 3R
Parcel 3E
Parcel 3O
Parcel 3N
Parcel 3G
Parcel 3P
Parcel 3M
Parcel 3M
VAN BUREN
Future City of Phoenix 20.72m (68') Roadway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20 0 20 40
Scale In Meters

MARICOPA COUNTY
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION

CANDIDATE ASSESSMENT REPORT
75th Ave from MC Hwy 85 to Van Buren St
Project No. C98-2707-08

	BY	DATE
DESIGNED	FST	01/98
DRAWN	CHA	01/98
CHECKED	SCB	01/98

ENTRANCO
ENGINEERS • PLANNERS • SURVEYORS
ARIZONA • WASHINGTON • CALIFORNIA
2400 W. DUNLAP AVENUE, SUITE 100 (602) 264-1229
PHOENIX, ARIZONA 85021

LOW COST ALTERNATIVE

SHEET 1 OF 1

Road Construction

Updated by MCDOT 11/16/98 R.W.

PROJECT: 75th Avenue - MC85 to Van Buren Street

1998 CONSTRUCTION COST WORK SHEET

Alternative: 1 - Low Cost Improvement - Rural Minor Collector w/ left turn lanes

Item #	*Description*	*Unit*	*Quantity*	*Unit Cost*	*Total*
107.01100	N.P.D.E.S.	L.S.	1	$3,000.00	$3,000
107.09200	Community Relations	Allowance	1	$7,000.00	$7,000
205.03000	Roadway Excavation	CM	0	$4.50	$0
210.03000	Borrow Excavation (If anticipated)	CM	0	$9.00	$0
215.00000	Channel & Retention Basin Excavation	CM	0	$7.00	$0
220.01400	Plain Riprap	CM	0	$45.00	$0
301.00000	Subgrade Preparation	SQ M	31,800	$3.00	$95,400
	New Asphalt Pavement (See Pavement Sheet)	SQ M	31,800	$22.70	$721,860
	Asphalt Pavement For Temporary Diversions & Detours	SQ M	0	$7.00	$0
	Double Penetration and Chip Seal on Base Material	SQ M	0	$6.95	$0
	Asphalt Concrete .50 mm Overlay (See Pavement Sht)	SQ M	0	$5.40	$0
	Chip Seal Surface on Pavement (See Pavement Sht)	SQ M	0	$1.30	$0
336.08100	Pavement Sawcut	M	0	$6.50	$0
340.01020	Single Curb	M	800	$36.00	$28,800
340.01120	Conc. C & G	M	0	$34.50	$0
340.00000	Conc S/W Ramp Std Det 231 Type "A"	EA	0	$700.00	$0
340.06950	Concrete Sidewalk Std Det 230	SQ M	0	$32.00	$0
340.09750	Concrete Driveway w/5' Wings, Std. Det. 250	SQ M	0	$40.00	$0
350.01110	Removal of Existing Improvements	L.S.	1	$20,000.00	$20,000
402.00000	Traffic Signing & Striping - 2 lanes	M	2,200	$3.60	$7,920
402.00000	Traffic Signing & Striping - 4 lanes	M	0	$6.40	$0
402.00000	Traffic Signing & Striping - 6 lanes	M	0	$9.00	$0
402.00000	Traffic Signal, Full Intersection	EA	0	$110,000.00	$0
402.00000	Interconnect/Traffic Signals	M	0	$27.00	$0
	Type 3 Object Marker @ 60m o.c.	EA	27	$90.00	$2,430
402.00000	Traffic Signal, Future "Box-in"	EA	1	$4,800.00	$4,800
505.30000	Catch Basin - Rural location	EA	0	$1,600.00	$0
505.06125	Catch Basin - Curb Inlet	EA	0	$3,600.00	$0
505.06200	Scupper	EA	0	$600.00	$0
505.06300	Concrete Spillway with Outlet	M	0	$108.00	$0
	Drywell	EA	0	$4,700.00	$0
621.00000	460 mm (18") CMP	M	0	$112.00	$0
618.02318	460 mm (18") RGRCP, Class III	M	0	$138.00	$0
618.02324	610 mm (24") RGRCP, Class III	M	0	$160.00	$0
618.02336	760 mm & 910 mm (30" & 36") RGRCP, Class III	M	0	$215.00	$0
618.02348	1060 mm & 1220 mm (42" & 48") RGRCP, Class III	M	215	$255.00	$54,825
618.02348	1370 mm & 1520 mm (54" & 60") RGRCP, Class III	M	0	$300.00	$0
625.00000	1370 mm & 1520 mm Storm Drain/Irrigation Manhole	EA	0	$3,200.00	$0
	Headwall, 460 mm to 910 mm Pipe (MAG Details)	EA	0	$1,800.00	$0
	Headwall, 1060 mm to 1520 mm Pipe (MAG Details)	EA	2	$4,100.00	$8,200
	Irrigation Headwall w/ Trashrack (Inlet-MAG Details)	EA	0	$2,100.00	$0
	Irrigation Junction Box (MAG Details)	EA	0	$2,500.00	$0
	Concrete Slip Form Irrigation Ditch	M	0	$65.00	$0
	Earth Irrigation Ditch/Special Drainage Ditch, 6' Top	M	0	$33.00	$0
	Irrigation Structure w/ Gates	EA	0	$7,500.00	$0
	Box Culvert (See Structure Sheet)	EA	0	$0.00	$0
	Bridge < 100' (See Structure Sheet)	EA	1	$38,869.00	$38,869
	Bridge > 100' (See Structure Sheet)	EA	0	$0.00	$0
415.00000	Guardrail without approach end section	M	0	$78.00	$0
	Guardrail Approach End Section - New ADOT Type	EA	0	$2,000.00	$0
	Median Fine Grading, Pre-emergent, & D.G.	SM	0	$22.00	$0
		Subtotal			$993,104
110.01000	Mobilization @ 5%	L.S.	1	$49,655.00	$49,655
401.00000	Traffic Control @ 3%	L.S.	1	$29,793.00	$29,793

Subtotal Construction		$1,072,552
Contingency	20%	$214,510
Total		**$1,287,062**

APPROXIMATE UNIT COSTS FOR PAVEMENT AND OVERLAY SECTIONS

Unit Cost Derivation for Arterial Section Shown:		Metric	Actual	Used	See	
1	Aggregate Base Thickness 250 mm	250 mm	9.843"	10"	Computations	
	Asphalt Concrete Thickness 100 mm	150mm	5.906"	6"	Below	
Item #	*Description*	*Unit*	*Quantity*	*Unit Cost*	*Total*	
310.07100	Aggregate Base (10")	Ton	0.5250	$11.80	$6.20	Calculated at 1.89 tons per CY for 1 SY of 10" AB (.5250 tons/SY)
315.07000	Bituminous Prime Coat (0.4 gal per SY)	Ton	0.0016	$310.00	$0.50	Calculated at 8.0 lbs per gal for 1 SY of Prime (0.0016 Tons/SY)
	Tack Coat	SY	1	$0.18	$0.18	
321.03100	Asphalt Concrete, C 3/4 (6")	Ton	0.3283	$36.50	$11.98	Calculated at 1.97 Tons per CY for 1 SY of 4" AC (0.2189 Tons/ SY)
333.07100	Fog Seal (Diluted 50/50; 0.1 gal per SY)	Ton	0.0004	$310.00	$0.12	Calculated at 8.3 lbs per gal for 1 SY of Fog (0.0004 Tons/SY)
	Pavement Cost Per SY				$18.98	
	Pavement Cost Per SQ M				$22.70	
Rounded	**Unit Cost Per SQ M for 150 mm over 250 mm**			**Total**	**$22.70**	***Subgrade Preparation not Included***

BOX CULVERT COST CALCULATIONS

TYPE OF ROAD	BOX LENGTH	BOX DESCRIPTION	BOX WIDTH	TOP SFC AREA'	UNIT	COST**	TOTAL COST
URBAN MINOR ARTERIAL OR LESS (27 m or 88.58' for 5 Lanes & 2 Sidewalks)	27		0	0	SQ M	$400.00	$0.00
URBAN MINOR ARTERIAL W/ BIKE LANES (28.8 m or 94.49' for 5 Lanes, 2 B/L's & 2 S/W's)	28.8		0	0	SQ M	$400.00	$0.00
URBAN MAJOR ARTERIAL (31.8 m or 104.33' for 7 Lanes & 2 S/W's)	31.8		0	0	SQ M	$400.00	$0.00
SPECIAL LOW VOLUME ROAD CONDITION *** (16 m or 52.49' for 2 Lanes with Shoulders)	16		0	0	SQ M	$400.00	$0.00

* Top Surface Area of box.

** Includes cost of standard wing walls and bridge barrier. For special construction review unit cost with MCDOT bridge section.

*** 16 m box with approval only. Generally a non-section line, low volume location.

BRIDGE COST CALCULATIONS

TYPE OF ROAD	BRIDGE LENGTH	DESCRIPTION	BRIDGE WIDTH	TOP SFC AREA'	UNIT	COST**	TOTAL COST
URBAN MINOR ARTERIAL OR LESS (27 m or 88.58' for 5 Lanes & 2 Sidewalks)	12.2 (40")	Widen to right Ex total width is 15.2m	5.9	71.98	SQ M	$540.00	$38,869.20
URBAN MINOR ARTERIAL W/ BIKE LANES (28.8 m or 94.49' for 5 Lanes, 2 B/L's & 2 S/W's)	0		28.8	0	SQ M	$540.00	$0.00
URBAN MAJOR ARTERIAL (31.8 m or 104.33' for 7 Lanes & 2 S/W's)	0		31.8	0	SQ M	$540.00	$0.00
SPECIAL LOW VOLUME ROAD CONDITION *** (16 m or 52.49' for 2 Lanes with Shoulders)	0		16	0	SQ M	$540.00	$0.00

* Top Surface Area of bridge.

** Cost Includes bridge railings, barriers, approach slabs, piers, and other items of bridge construction.
Note: Show cost of channel excavation, rip rap , and other bridge site work on roadway spread sheet.

*** 16 m bridge with approval only. Generally a non-section line, low volume location.

75th Avenue - MC85 to Van Buren
C98-2707-08
Preliminary Construction Estimate - Utility Relocation
Updated by MCDOT 10/20/98 - R.W.

Alternative:					
Item #	*Description*	*Unit*	*Quantity*	*Unit Cost*	*Total*
1	Relocate 69 kv Power Pole	EA		$10,500.00	
2	Other Poles associated w/ 69kv Power Line	EA		$4,000.00	
3	Relocate 12kv Power Poles	EA	18	$3,500.00	$63,000.00
4	SRP Facilities by SRP Forces (See Calc Sheet)	LS			
5	Railroad Crossing	M	34	$3,156.16	$105,826.04

Subtotal Construction		$168,826.04
Contingency	20%	$33,765.21
Total		$202,591.25

Appendix B
Traffic Information and Analysis

Maricopa County Department of Transportation
Road Management System
Road Summary Report

11/24/97
10:14 AM

Count: 1

ROAD: 75th Ave

FROM: M C Hwy 85
TO: Van Buren St

Maintenance District:	MAINTENANCE DISTRICT 3	Jurisdiction:	
RMS Classification:	SECTIONLINE	Supervisors District:	
Subdivision/Unit:			

Miles: 1.00 # of Lanes: 2 Road Width: 26.00 Curb Gutter: No

LEFT SHOULDER		MEDIAN		RIGHT SHOULDER	
Type:	LEFT SHOULDER WIDTH	Type:		Type:	RIGHT SHOULDER WIDTH
Width:	7	Width:		Width:	14

TRAFFIC		SURFACE	
ADT:	* 10108	Type:	ASPHALTIC CONCRETE
ADT Date:	05/21/1997	Thickness:	2.00 inches
Peak Daily Traffic:	Hour: 12:00 AM	Date Paved:	05/01/1975
% Trucks:	18.3	Base Type:	DECOMPOSED GRANITE
%Trucks Date:	05/21/1997	Base Thickness:	6.00 inches
Projected ADT:		Last Work Date:	10/15/1991
Projected Date:		Type of work:	CHIP SEAL

PCR		IRI		SUFFICIENCY	
53	Type: Field	254.08	Date: 06/02/1997	80	Date: 01/01/1994
	Date: 06/02/1997	IRI			
Rated By:	Butch, Gary P	Rated By:	Shewak, Stephen G	Rated By:	Shewak, Stephen G

Generated by: Rick Boeger

INC...NT

MICROFILM	ACCDATETIM	OFFICERNCI	OFFICERID	TOTALUNITS	TOTALINJUR	TOTALFATAL	JUNCTION	INTERSECTR	NSCREPORTA	FIRSTHARMF	COLLISONMA	SCENE	DAYLIGHT	WEATHER	EXTENDEDNC	TRAFFICWAY	DAMAGESEVE	INJURYSEVE	HIT_RUN	HAZARDOUS	RUNOFFROAD	FILENUMBER	RECEIVEDDA
752645	Jan 9 1991 7:04AM	700	00770	1	1	0	3	1	1	41 Collision with Other Fixed Object	0	1	2	7	700	2	4	2	0	0	1	00480	Feb 13 1991 12:00AM
791646	Jan 30 1991 7:00PM	723	03960	2	2	0	3	3	1	16 Other Motor Vehicle	5 Rear-End	1	3	1	723	1	2	2	0	0	0	02160	Feb 26 1991 12:00AM
852604	Mar 3 1991 1:20AM	723	05230	1	0	0	2	2	1	29	0	1	3	1	723	2	4	1	0	0	1	04749	Apr 8 1991 12:00AM
932584	Apr 9 1991 4:43PM	723	05360	2	0	0	3	1	1	16 Other Motor Vehicle	1	1	1	1	723	1	2	1	0	0	0	07688	May 21 1991 12:00AM
1001914	May 23 1991 9:45PM	723	05061	2	1	0	1	2	1	16 Other Motor Vehicle	3	1	3	1	723	1	4	3	0	0	0	10658	Jun 26 1991 12:00AM
1091908	Jul 10 1991 5:19PM	723	03865	2	1	0	3	1	1	16 Other Motor Vehicle	2	1	1	1	723	1	2	4	0	0	0	13891	Aug 19 1991 12:00AM
1120766	Jul 17 1991 10:40PM	799	02791	1	1	0	3	1	1	29	0	1	3	1	700	2	4	3	0	0	1	28856	Aug 28 1991 12:00AM
1121823	Jul 30 1991 8:35AM	799	03817	1	0	0	2	2	1	40	0	1	1	2	723	2	2	1	0	0	1	30485	Sep 3 1991 12:00AM
1142183	Aug 7 1991 12:20PM	723	03020	2	0	0	2	2	1	16 Other Motor Vehicle	7	1	1	1	723	1	2	1	0	0	0	15692	Sep 24 1991 12:00AM
1242488	Oct 7 1991 3:09PM	723	05363	1	0	0	2	2	1	41 Collision with Other Fixed Object	0	1	1	1	723	2	4	1	0	0	0	19912	Nov 21 1991 12:00AM
1291776	Nov 10 1991 2:45PM	700	SO579	1	1	0	3	1	1	32	0	1	1	2	700	2	4	2	0	0	1	23106	Dec 19 1991 12:00AM
1313210	Nov 10 1991 3:00PM	723	05489	1	0	0	3	1	2	29	0	1	1	3	723	1	2	1	0	0	0	22379	Jan 9 1992 12:00AM
1472587	Feb 17 1992 3:49AM	723	04949	2	0	0	3	1	1	16 Other Motor Vehicle	6	1	3	1	723	1	4	1	0	0	0	03354	Apr 15 1992 12:00AM
1661922	Jun 13 1992 6:16AM	723	04959	2	1	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	4	4	0	0	0	11954	Jul 16 1992 12:00AM
1723538	Aug 4 1992 7:25AM	723	03020	2	1	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	4	3	0	0	0	15313	Sep 3 1992 12:00AM
1742117	Aug 10 1992 10:50AM	723	03355	2	1	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	4	2	0	0	0	15767	Oct 5 1992 12:00AM
1762710	Aug 28 1992 12:44PM	723	03206	2	2	0	2	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	4	3	1	0	0	16994	Oct 28 1992 12:00AM
1933539	Dec 24 1992 11:57AM	723	03302	2	2	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	4	4	0	0	0	26120	May 12 1993 12:00AM
1971213	Dec 31 1992 4:38PM	723	04149	2	1	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	2	2	0	0	0	26675	May 11 1993 12:00AM
2181713	May 3 1993 11:35AM	723	04531	2	0	0	1	2	1	16 Other Motor Vehicle	4	1	1	1	723	1	2	1	0	0	0	09938	Nov 5 1993 12:00AM
2310023	Jul 9 1993 9:46PM	723	05286	2	1	0	2	2	1	16 Other Motor Vehicle	5 Rear-End	1	3	1	723	1	4	3	0	0	0	15021	Jan 4 1994 12:00AM
2452123	Oct 10 1993 6:00PM	723	05489	1	2	0	3	1	1	41 Collision with Other Fixed Object	0	1	2	1	723	2	4	4	0	0	1	22010	Apr 6 1994 12:00AM
2560784	Dec 13 1993 11:20AM	723	03355	2	0	0	3	1	1	16 Other Motor Vehicle	2	1	1	1	723	1	2	1	1	0	0	27461	Jun 9 1994 12:00AM
2600805	Jan 2 1994 8:37PM	723	05486	1	0	0	2	2	1	41 Collision with Other Fixed Object	0	1	3	1	723	1	2	1	0	0	0	00060	Jun 30 1994 12:00AM
2670109	Jan 24 1994 2:50PM	723	04928	3	0	0	3	1	1	16 Other Motor Vehicle (MADISON)	5 Rear-End	1	1	1	723	1	2	1	1	0	0	01763	Jul 29 1994 12:00AM
2673451	Feb 28 1994 1:14PM	723	05486	2	0	0	2	2	2	16 Other Motor Vehicle	5 Rear-End	1	1	1	723	1	4	1	0	0	0	04983	Sep 16 1994 12:00AM
2690498	Feb 26 1994 1:47AM	723	02958	1	2	1	3	1	1	30	0	1	3	1	723	3	4	5	1	0	1	04802	Jul 8 1994 12:00AM
2712895	Mar 24 1994 1:28PM	731	00152	2	0	0	1	2	2	16 Other Motor Vehicle (WASHINGTON)	1	1	1	1	731	1	2	1	0	0	0	01347	Oct 4 1994 12:00AM
2781062	Apr 15 1994 7:09PM	723	03865	2	1	0	1	2	1	16 Other Motor Vehicle	3	1	2	1	723	1	4	3	0	0	0	09565	Jan 10 1995 12:00AM
2790583	Apr 16 1994 2:30PM	700	00733	2	5	0	3	1	1	16 Other Motor Vehicle	5 Rear-End	1	1	1	700	1	4	4	1	0	0	08540	Jun 7 1994 12:00AM
2890201	Jun 25 1994 4:10PM	723	05680	2	2	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	4	2	0	0	0	15544	Apr 25 1995 12:00AM
2940505	Jul 16 1994 2:09PM	723	04905	2	0	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	2	1	0	0	0	17094	May 5 1995 12:00AM
3031322	Sep 17 1994 7:15AM	723	04230	2	0	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	2	1	0	0	0	71918	Apr 28 1995 12:00AM
3100701	Oct 13 1994 9:45AM	723	03020	2	3	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	4	3	0	0	0	25115	Feb 16 1995 12:00AM
3331849	Feb 10 1995 3:40PM	723	05580	1	0	0	1	2	1	41 Collision with Other Fixed Object	0	1	1	1	723	2	4	1	0	0	1	03782	Aug 24 1995 12:00AM
3331860	Feb 10 1995 4:05PM	723	05580	1	0	0	3	1	1	18 Motor vehicle parked properly	0	1	1	1	723	2	2	1	0	0	1	03783	Aug 24 1995 12:00AM
3400976	Mar 31 1995 9:55PM	723	04977	2	5	0	1	2	1	16 Other Motor Vehicle @ VAN BUREN	3	1	3	1	723	1	4	3	0	0	0	08732	Sep 27 1995 12:00AM
3470274	Apr 14 1995 3:19PM	723	05250	1	0	0	3	1	1	41 Collision with Other Fixed Object	0	1	1	1	723	3	4	1	0	0	1	10085	Oct 26 1995 12:00AM

INCIDENT

MICROFILM	ACCDATETIM	OFFICERNCI	OFFICERID	TOTALUNITS	TOTALINJUR	TOTALFATAL	JUNCTION	INTERSECTR	NSCREPORTA	FIRSTHARMF	COLLISONMA	SCENE	DAYLIGHT	WEATHER	EXTENDEDNC	TRAFFICWAY	DAMAGESEVE	INJURYSEVE	HIT_RUN	HAZARDOUS	RUNOFFROAD	FILENUMBER	RECEIVEDDA
3582973	Jun 1 1995 4:12PM	723	05344	2	1	0	1	2	1	16 Other Motor Vehicle	5 Rear-End	1	1	1	723	1	2	2	0	0	0	14466	Dec 14 1995 12:00AM
3653126	Jul 5 1995 2:00PM	723	02342	1	0	0	3	1	1	43 (MADISON)	0	1	1	1	723	1	2	1	0	0	0	17397	Jan 25 1996 12:00AM
3692594	Aug 1 1995 8:31AM	723	03661	2	0	0	1	2	1	16 Other Motor Vehicle	5 Rear-End	1	1	1	723	1	4	1	0	0	0		Feb 23 1996 12:00AM
3762116	Sep 15 1995 10:50AM	723	03020	2	0	0	3	1	1	16 Other Motor Vehicle	1	1	1	1	723	1	2	1	0	0	0	23541	Mar 18 1996 12:00AM
3852799	Oct 12 1995 4:32PM	723	03865	2	1	0	1	2	1	16 Other Motor Vehicle	4	1	2	1	723	1	4	3	0	0	0	26265	Apr 1 1996 12:00AM
3873149	Oct 27 1995 6:13AM	723	05660	2	0	0	1	2	1	16 Other Motor Vehicle (VAN BUREN)	3	1	2	1	723	1	2	1	0	0	0	27753	Apr 10 1996 12:00AM
3960030	Dec 7 1995 4:00PM	723	06176	2	2	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	4	3	0	0	0	31854	May 30 1996 12:00AM
3963292	Dec 12 1995 2:22PM	723	04422	3	0	0	3	2	1	16 Other Motor Vehicle	5 Rear-End	1	1	3	723	1	2	1	0	0	0	32350	May 31 1996 12:00AM
4043094	Jan 1 1996 4:21AM	723	05711	2	3	0	1	2	1	16 Other Motor Vehicle	3	1	3	1	723	1	4	4	0	0	0	00022	Jun 25 1996 12:00AM
4062804	Jan 19 1996 2:35PM	723	01758	2	1	0	2	2	1	16 Other Motor Vehicle	5 Rear-End	1	1	1	723	1	2	2	0	0	0	01631	Jun 27 1996 12:00AM
4170268	Mar 8 1996 7:45AM	723	03020	4	2	0	3	1	1	16 Other Motor Vehicle	5 Rear-End	1	1	1	723	1	4	3	0	0	0	06308	Aug 16 1996 12:00AM
4231764	Apr 14 1996 7:59PM	723	06157	1	1	0	3	1	1	29	0	1	3	1	723	2	4	3	0	0	1	10123	Sep 27 1996 12:00AM
4233397	Apr 18 1996 11:40AM	723	04610	2	1	0	3	1	1	16 Other Motor Vehicle	D	1	1	1	723	1	2	3	0	0	0	10474	Sep 23 1996 12:00AM
4333090	May 28 1996 8:00AM	723	03894	2	0	0	3	1	1	16 Other Motor Vehicle	1	1	1	1	723	1	4	1	0	0	0	13924	Nov 4 1996 12:00AM
4381351	Jun 7 1996 10:10PM	723	04977	2	2	0	1	2	1	16 Other Motor Vehicle	5 Rear-End	1	3	1	723	1	4	3	1	0	0	14921	Nov 12 1996 12:00AM
4403559	Jun 30 1996 4:23PM	723	05897	1	1	0	3	1	1	41 Collision with Other Fixed Object	0 (MADISON)	1	1	1	723	2	2	2	0	0	0	16847	Nov 25 1996 12:00AM
4473342	Aug 12 1996 7:45AM	723	03125	1	0	0	2	2	1	32	0	1	1	1	723	3	4	1	0	0	1	20292	Jan 7 1997 12:00AM
4493166	Aug 23 1996 3:42PM	723	05515	2	0	0	1	2	1	16 Other Motor Vehicle	3	1	1	1	723	1	4	1	0	0	0	21383	Jan 30 1997 12:00AM
4581480	Sep 26 1996 5:22PM	700	00990	2	0	0	2	2	1	16 Other Motor Vehicle	5 Rear-End	1	1	1	700	1	2	1	0	0	0	24649	Mar 13 1997 12:00AM
4650001	Oct 26 1996 4:16PM	723	06099	2	1	0	2	2	1	16 Other Motor Vehicle	5 Rear-End	1	1	3	723	1	4	2	0	0	0	27290	Apr 3 1997 12:00AM
4763201	Dec 16 1996 3:59PM	723	05515	2	0	0	3	1	1	16 Other Motor Vehicle	5 Rear-End	1	1	1	723	1	2	1	0	0	0	32066	May 22 1997 12:00AM

TOTAL = 59

ORNING DR = 5AM – 9AM = ~~||||~~ = 10
AY = 9AM – 3PM = ~~||||~~ ~~||||~~ ||| = 18
VE DRIVE = 3PM – 7PM = ~~||||~~ ~~||||~~ || = 17
IGHT = 7PM – 11PM = ~~||||~~ = 10
IDNIGHT = 11PM – 5AM = ||| = 4

TOTAL = 59

1 = 17
2 = 39
3 = 2
4 = 1
59

TOTAL = 1

0 = 28
1 = 18
2 = 9
3 = 2
4 = 0
5 = 2
} 31

TOTAL = 59

1 = 22
2 = 36
3 = 1
59

B VB 75
16 – 42 (7+19+16)
18 – 1 0+1+0
29 – 4 (2+2+0)
30 – 1
32 – 2
40 – 1
41 – 7
43 – 1
59

0 = 17
1 = 4
2 = 2
3 = 17
4 = 2
5 = 14
6 = 1
7 = 1
D = 1
TOTAL = 59

1 = 42
2 = 5
3 = 12
TOTAL = 59

6 0 12

AT WASHINGTON
AT MADISON

• INCIDENTS ON 75TH AVE (18+3+1)
o " " VAN BUREN (26)
x " " BUCKEYE (11)
59

1 = 23 (INT.)
2 = 12 (JNC)
3 = 24 (75TH)
59

(1994–1996)
VAN BUREN = 11
BUCKEYE = 4
JCT = 6
75TH = 14
} 36

INJURY SEVERITY
(1994 – 1996)
1. PROP-DAM. ONLY = 19
2. POSSIBLE INJ. = 5
3. EVIDENT INJ. = 9
4. INCAPACITATING = 2
5. FATAL = 1
36

YEAR	# ACC.	AADT	RATE
1991	12	3609	9.1
1992	7	—	—
1993	4	1919	5.7
1994	11	2028	14.9
1995	12	4799	6.9
1996	13	8733	4.1
91-96	59	4218 (25,308 TOTAL)	6.4

N

EMERGNCY

MICROFILM	SERVICECOD	TIMECALLED	TIMEARRIVE
2690498	P	147	147

3

HAZMAT

MICROFILM	UNITNUMBER	USDOT	ICC	VEHICLETYP	AXLES	GROSSWEIGH	PLACARD	CLASSCODE	HAZRELEASE
3762116	2	00288323		C1	5	80000	0	0	0
3873149	2			C1	5	80000	0	0	0
4473342	1			C3	5	80000	0	0	0

NONVEHIC

MICROFILM	OWNER	DESCRIPTIO
752645	7	2
852604	6	1
1242488	2	1
2690498	7	1
3653126	1	1
4043094	6	3
4231764	2	1
4333090	2	7
4381351	6	3
4473342	6	1

5

PERSON

MICROFILM	UNITNUMBER	PERSONNUMB	AGE	SEX	PERSONTYPE	SEATNUMBER	RESTRAINTU	INJURY	LICENCECLA	DRIVERSTAT	ENDORSEMEN	RESTRICTIO	RESTRICT_1	AIRBAG
752645	1	1	29	M	1	1	2	1	4	AZ				0
752645	1	2	16	F	4	4	1	1		57				0
752645	1	3	28	F	4	5	1	2		57				0
791646	1	1	25	F	1	1	2	1		AZ				0
791646	1	2	25	M	4	3	2	1		57				0
791646	1	3	6	F	4	4	2	1		57				0
791646	1	4	4	M	4	6	2	1		57				0
791646	2	1	26	M	1	1	2	2	4	AZ		A		0
791646	2	2	34	F	4	3	2	2		57				0
791646	2	3	10	F	4	6	2	1		57				0
852604	1	1	22	F	1	1	2	1	2	AZ				0
852604	1	2	38	F	4	3	1	1		57				0
852604	1	3	24	M	4	4	1	1		57				0
852604	1	4	29	M	4	6	1	1		57				0
932584	1	1	42	M	1	1	2	1	4	AZ				0
932584	1	2	28	M	4	3	2	1		57				0
932584	2	1	45	M	1	1	2	1		AZ				0
1001914	1	1	30	M	1	1	0	3	2	AZ				0
1001914	2	1	36	F	1	1	2	1		AZ				0
1091908	1	1	35	M	1	1	2	1	4	AZ				0
1091908	2	1	57	M	1	1	1	4	2	AZ				0
1120766	1	1	18	M	1	1	2	1	2	AZ				0
1120766	1	2	18	F	4	3	2	3		57				0
1121823	1	1	35	M	1	1	2	1		AZ		A		0
1142183	1	1	86	M	1	1	2	1	2	AZ		A		0
1142183	1	2	4	M	4	2	2	1		57				0
1142183	1	3	10	M	4	3	2	1		57				0
1142183	2	1	33	F	1	1	2	1	2	AZ				0
1242488	1	1	43	M	1	1	2	1		AZ				0
1291776	1	1	27	F	1	1	2	2		57				0
1291776	1	2	21	M	4	3	2	1		57				0
1313210	1	1	35	M	1	1	1	1	2	AZ				0
1472587	1	1	18	M	1	1	0	1		57				0
1472587	2	1	35	M	1	1	2	1		AZ				0
1661922	1	1	50	M	1	1	1	4	2	AZ				0
1661922	2	1	38	M	1	1	2	1		IL				0
1723538	1	1	18	M	1	1	2	1		AZ				0
1723538	2	1	41	F	1	1	2	3		AZ				0
1742117	1	1	73	M	1	1	2	1		IL				0
1742117	2	1	27	F	1	1	2	2	4	AZ				0
1762710	1	1	29	M	1	1	1	1		57				0
1762710	2	1	37	F	1	1	2	3		AZ				0
1762710	2	2	15	M	4	3	2	3		57				0
1933539	1	1	41	F	1	1	1	1	2	AZ				0
1933539	1	2	15	F	4	2	1	1		57				0
1933539	1	3	13	F	4	3	1	1		57				0
1933539	2	1	32	F	1	1	2	4		57				0
1933539	2	2	40	M	4	3	2	4		57				0

PERSON

MICROFILM	UNITNUMBER	PERSONNUMB	AGE	SEX	PERSONTYPE	SEATNUMBER	RESTRAINTU	INJURY	LICENCECLA	DRIVERSTAT	ENDORSEMEN	RESTRICTIO	RESTRICT_1	AIRBAG	
1933539	2	3	1	F	4	5	2	1		57				0	
1971213	1	1	24	M	1	1	2	1	2	AZ				0	
1971213	1	2	26	M	4	3	2	2		57				0	
1971213	1	3	23	F	4	6	1	1		57				0	
1971213	2	1	27	M	1	1	1	1	2	AZ				0	
1971213	2	2	8	M	4	4	1	1		57				0	
1971213	2	3	5	M	4	5	1	1		57				0	
2181713	1	1	31	M	1	1	3	1	D	AZ				0	
2181713	2	1	32	F	1	1	3	1	D	AZ				0	
2181713	2	2	50	F	4	3	3	1		57				0	
2181713	2	3	1	F	4	5	2	1		57				0	
2310023	1	1	58	M	1	1	3	1	2	AZ				0	
2310023	2	1	34	M	1	1	3	3	2	AZ				0	
2452123	1	1	17	M	1	1	3	1		AZ				0	
2452123	1	2	17	M	4	3	1	1		57				0	
2452123	1	3	46	M	4	12	1	3		57				0	
2452123	1	4	63	M	4	12	1	4		57				0	
2560784	1	1	25	M	1	1	3	1	D	AZ				0	
2560784	2	1	45	F	1	1	3	1	D	AZ				0	
2600805	1	1	23	M	1	1	0	1	D	AZ				0	1994
2670109	1	1	35	F	1	1	3	1	A	AZ				0	
2670109	2	1	23	M	1	1	3	1	D	AZ				0	
2670109	3	1	62	M	1	1	3	1	D	AZ		A		0	
2673451	1	1	43	M	1	1	3	1		CA				0	
2673451	2	1	29	M	1	1	3	1	D	AZ				0	
2690498	1	1	31	M	1	1	1	4	4	AZ				0	DRIVER, MALE, 31 YRS
2690498	1	2	25	F	4	3	1	5		57				0	FATAL, FEMALE, 25 YRS, PASSENG
2690498	1	3	39	M	4	6	1	3		57				0	PASSENGER, MALE, 39 YRS,
2712895	1	1	29	M	1	1	3	1		AZ				0	
2712895	2	1	37	M	1	1	2	1		AZ				0	
2712895	2	2	31	F	4	3	2	1		57				0	
2781062	1	1	52	F	1	1	3	3	D	AZ				0	
2781062	2	1	51	M	1	1	0	1	C	UT				0	
2790583	1	1	56	M	1	1	3	1	D	AZ		A		0	
2790583	1	2	55	F	4	3	3	2		57				0	
2790583	2	1	20	F	1	1	0	3	D	AZ		A		0	
2790583	2	2	45	F	4	3	0	4		57				0	
2790583	2	3	16	M	4	4	0	3		57				0	
2790583	2	4	56	F	4	6	3	3		57				0	
2890201	1	1	29	F	1	1	3	1	D	AZ				0	
2890201	1	2	49	F	4	3	3	2		57				0	
2890201	2	1	28	M	1	1	3	1	D	AZ				0	
2890201	2	2	26	M	4	2	2	1		57				0	
2890201	2	3	25	M	4	3	3	2		57				0	
2940505	1	1	17	M	1	1	3	1	D	AZ				0	
2940505	1	2	15	M	4	3	0	1		57				0	
2940505	2	1	48	M	1	1	3	1	D	AZ				0	
3031322	1	1	26	M	1	1	3	1	D	AZ				0	

FATALITY

PERSON

MICROFILM	UNITNUMBER	PERSONNUMB	AGE	SEX	PERSONTYPE	SEATNUMBER	RESTRAINTU	INJURY	LICENCECLA	DRIVERSTAT	ENDORSEMEN	RESTRICTIO	RESTRICT_1	AIRBAG
3031322	1	2	29	M	4	3	3	1		57				0
3031322	2	1	47	M	1	1	3	1		WV				0
3100701	1	1	61	F	1	1	3	3	2	AZ		A		0
3100701	1	2	83	M	4	3	1	3		57				0
3100701	2	1	50	F	1	1	3	3	B	AZ	P			0
3331849	1	1	68	M	1	1	3	1	D	AZ				0
3331860	1	1	33	M	1	1	1	1	D	AZ				0
3400976	1	1	38	M	1	1	2	3	2	AZ				0
3400976	2	1	20	F	1	1	3	3		57				0
3400976	2	2	8	F	4	2	1	3		57				0
3400976	2	3	16	M	4	3	3	3		57				0
3400976	2	4	2	F	4	4	2	3		57				0
3470274	1	1	21	M	1	1	3	1	D	AZ				0
3470274	1	2	21	M	4	3	1	1		57				0
3470274	1	3	20	M	4	6	3	1		57				0
3582973	1	1	36	M	1	1	1	1	A	AZ	T			0
3582973	2	1	31	M	1	1	0	2	D	AZ		A		0
3653126	1	1	83	U	1	1	0	1		57				0
3692594	1	1	23	M	1	1	3	1		57				0
3692594	1	2	54	M	4	3	3	1		57				0
3692594	2	1	42	M	1	1	3	1		AZ				0
3762116	1	1	83	M	1	1	3	1	D	AZ		A		0
3762116	2	1	42	M	1	1	3	1	A	AZ	H			0
3852799	1	1	34	M	1	1	0	3	D	AZ				0
3852799	2	1	41	F	1	1	0	1	D	AZ		A		0
3852799	2	2	14	M	4	3	0	1		57				0
3873149	1	1	23	M	1	1	0	1		57		N		0
3873149	2	1	32	M	1	1	0	1	A	MO		N		0
3960030	1	1	16	M	1	1	1	1		57				0
3960030	1	2	15	M	4	3	1	3		57				0
3960030	1	3	18	M	4	6	1	1		57				0
3960030	2	1	48	F	1	1	3	3	D	AZ		A		0
3963292	1	1	23	M	1	1	3	1	D	AZ				0
3963292	2	1	34	F	1	1	3	1	D	AZ				0
3963292	2	2	35	M	4	3	3	1		57				0
3963292	3	1	45	F	1	1	3	1	D	AZ		A		0
3963292	3	2	38	F	4	3	3	1		57				0
4043094	1	1	18	M	1	1	0	4		57				0
4043094	1	2	34	M	4	5	0	4		57				0
4043094	2	1	30	M	1	1	0	4	A	AZ				0
4062804	1	1	19	M	1	1	3	1	D	AZ				0
4062804	1	2	28	M	4	3	3	1		57				0
4062804	2	1	52	F	1	1	3	2	D	AZ				0
4170268	1	1	41	F	1	1	3	2	2	AZ				0
4170268	2	1	54	M	1	1	3	1	D	AZ				0
4170268	3	1	23	F	1	1	3	3	2	AZ				0
4170268	4	1	21	M	1	1	1	1	2	AZ				0
4170268	4	2	28	M	4	3	3	1		57				0

PERSON

MICROFILM	UNITNUMBER	PERSONNUMB	AGE	SEX	PERSONTYPE	SEATNUMBER	RESTRAINTU	INJURY	LICENCECLA	DRIVERSTAT	ENDORSEMEN	RESTRICTIO	RESTRICT_1	AIRBAG
4170268	4	3	16	M	4	6	2	1		57				0
4231764	1	1	24	M	1	1	3	3		57				0
4233397	1	1	22	M	1	1	2	1	D	AZ				0
4233397	2	1	44	M	1	1	3	3	D	AZ				0
4333090	1	1	31	M	1	1	3	1	D	AZ		N		0
4333090	2	1	39	F	1	1	2	1	A	AZ	P	A		0
4333090	2	2	13	M	4	11	1	1		57				0
4333090	2	3	15	F	4	11	1	1		57				0
4381351	1	1	45	M	1	1	2	1	D	AZ				0
4381351	2	1	45	F	1	1	3	1	D	AZ				0
4381351	2	2	38	F	4	2	1	1		57				0
4381351	2	3	33	M	4	3	1	3		57				0
4381351	2	4	11	M	4	5	1	1		57				0
4381351	2	5	9	F	4	6	1	3		57				0
4403559	1	1	24	M	1	1	1	2		57				0
4473342	1	1	34	M	1	1	3	1	A	CO	T	A		0
4493166	1	1	60	M	1	1	3	1	D	AZ				0
4493166	2	1	49	M	1	1	3	1	D	AZ				0
4581480	1	1	20	M	1	1	3	1	D	AZ				0
4581480	1	2	18	M	4	3	3	1		57				0
4581480	2	1	65	M	1	1	3	1	D	AZ				0
4581480	2	2	60	F	4	3	3	1		57				0
4581480	2	3	62	F	4	4	3	1		57				0
4581480	2	4	65	M	4	6	3	1		57				0
4650001	1	1	20	M	1	1	3	1	D	AZ				0
4650001	1	2	22	F	4	3	3	1		57				0
4650001	2	1	49	M	1	1	3	1	C	NV		A		0
4650001	2	2	48	F	4	3	3	2		57				0
4763201	1	1	20	M	1	1	3	1	D	AZ				0
4763201	2	1	29	M	1	1	3	1	D	AZ				0

1994-96

4 (INCAPACITATING) = 5
3 (EVIDENT) = 21
2 (POSSIBLE) = 8
1 (NO INJURY) = 72
5 (FATAL) = 1

ROADCHAR

MICROFILM	ROADCHARAC	GRADE	SURFACECON	ROADSURFAC	SPECIALLOC	ROADCONDIT	LANE	SECTORNUMB	CONTROL	LOCALE	ALIGNMENT	TERRAIN
752645	0	1	1	1	0	0	9	0	1	2	0	0
791646	1	1	0	1	0	0	1	0	1	1	0	0
852604	1	1	0	1	0	0	9	1	1	1	0	0
932584	1	1	0	1	0	0	1	0	1	1	0	0
1001914	0	1	0	1	0	0	1	1	1	1	0	0
1091908	0	1	0	1	0	0	1	0	1	1	0	0
1120766	1	1	0	1	0	0	9	0	1	2	0	0
1121823	0	1	5	1	0	0	9	1	1	1	0	0
1142183	1	0	0	1	0	0	1	1	1	1	0	0
1242488	0	1	0	1	0	0	9	1	1	1	0	0
1291776	3	1	1	1	0	0	9	0	1	2	0	0
1313210	1	1	0	1	0	0	1	0	1	1	0	0
1472587	1	1	0	1	0	0	1	0	1	1	0	0
1661922	0	1	0	1	0	0	1	1	1	1	0	0
1723538	0	1	0	1	0	0	1	1	1	1	0	0
1742117	1	1	0	1	0	0	1	1	1	1	0	0
1762710	1	1	0	1	0	0	1	1	1	1	0	0
1933539	0	1	0	1	0	0	1	1	1	1	0	0
1971213	1	1	0	1	0	0	1	1	1	1	0	0
2181713	0	1	0	1	0	0	1	1	1	1	0	0
2310023	1	1	0	1	0	0	1	1	1	1	0	0
2452123	1	1	0	1	0	0	9	0	1	1	0	0
2560784	1	1	0	1	0	0	2	0	1	1	0	0
2600805	0	1	0	1	0	0	1	1	1	1	0	0
2670109	1	1	0	1	0	0	1	0	1	1	0	0
2673451	0	1	0	1	0	0	2	1	1	1	0	0
2690498	1	1	0	1	0	0	9	0	1	1	1	1
2712895	0	1	0	1	0	0	0	1	1	2	0	0
2781062	0	1	0	1	0	0	1	1	1	1	0	0
2790583	1	1	0	1	6	0	1	0	1	2	0	0
2890201	0	1	0	1	0	0	1	1	1	1	0	0
2940505	1	1	0	1	0	0	1	1	1	1	0	0
3031322	0	1	0	1	0	0	1	1	1	1	0	0
3100701	0	1	0	1	0	0	1	1	1	1	0	0
3331849	1	1	0	1	0	0	9	1	1	1	0	0
3331860	1	1	2	4	0	0	9	0	1	1	0	0
3400976	0	1	0	1	0	0	1	1	1	1	0	0
3470274	1	1	0	1	0	0	9	0	1	1	0	0
3582973	0	1	0	1	0	0	1	1	1	1	0	0
3653126	1	1	0	1	6	0	1	0	1	1	0	0
3692594	1	1	0	1	0	0	1	1	1	1	0	0
3762116	1	1	0	1	0	0	1	0	1	1	0	0
3852799	0	1	0	1	0	0	1	1	1	1	0	0
3873149	1	1	0	1	0	0	1	1	1	1	0	0
3960030	0	1	0	1	0	0	1	1	1	1	0	0
3963292	1	1	0	1	0	0	1	0	1	1	0	0
4043094	0	1	0	1	0	0	1	1	1	1	0	0
4062804	1	1	0	1	0	0	2	1	1	1	0	0

ROADCHAR

MICROFILM	ROADCHARAC	GRADE	SURFACECON	ROADSURFAC	SPECIALLOC	ROADCONDIT	LANE	SECTORNUMB	CONTROL	LOCALE	ALIGNMENT	TERRAIN
4170268	1	1	0	1	0	0	1	0	1	1	0	0
4231764	1	1	0	1	0	0	9	0	1	1	0	0
4233397	3	1	0	1	0	0	1	0	1	1	0	0
4333090	1	1	0	1	0	1	1	0	1	1	0	0
4381351	0	1	0	1	0	0	1	1	1	1	0	0
4403559	1	1	0	1	0	0	9	0	1	1	0	0
4473342	1	1	0	1	0	0	9	1	1	1	0	0
4493166	0	1	0	1	0	0	1	1	1	1	0	0
4581480	1	1	0	1	0	0	1	1	1	2	0	0
4650001	1	1	0	1	0	0	1	1	1	1	0	0
4763201	1	1	0	1	0	0	1	0	1	1	0	0

11

ROADREF

MICROFILM	ONROAD	ATROAD	MARKER	DISTANCE
852604	0723 VAN BUREN ST	0723 75TH AV		-1
1001914	0723 VAN BUREN ST	0723 75TH AV		0
1091908	0723 VAN BUREN ST	0723 75TH AV		122
1120766	0700 BUCKEYE RD	0700 75TH AV		-1061
1121823	0723 BUCKEYE RD	0723 75TH AV		0
1142183	0723 VAN BUREN ST	0723 75TH AV		14
1242488	0723 VAN BUREN ST	0723 75TH AV		3
1291776	0700 BUCKEYE RD	0700 75TH AV		-134
1313210	0723 VAN BUREN ST	0723 75TH AV		95
1661922	0723 VAN BUREN ST	0723 75TH AV		0
1723538	0723 VAN BUREN ST	0723 75TH AV		0
1742117	0723 VAN BUREN ST	0723 75TH AV		0
1762710	0723 VAN BUREN ST	0723 75TH AV		3
1933539	0723 BUCKEYE RD	0723 75TH AV		0
1971213	0723 VAN BUREN ST	0723 75TH AV		0
2181713	0723 VAN BUREN ST	0723 75TH AV		0
2310023	0723 VAN BUREN ST	0723 75TH AV		-15
2600805	0723 VAN BUREN ST	0723 75TH AV		25
2781062	0723 BUCKEYE RD	0723 75TH AV		0
2890201	0723 BUCKEYE RD	0723 75TH AV		0
2940505	0723 VAN BUREN ST	0723 75TH AV		0
3031322	0723 VAN BUREN ST	0723 75TH AV		0
3100701	0723 VAN BUREN ST	0723 75TH AV		0
3331849	0723 VAN BUREN ST	0723 75TH AV		0
3331860	0723 VAN BUREN ST	0723 75TH AV		-31
3470274	0723 VAN BUREN ST	0723 75TH AV		436
3582973	0723 BUCKEYE RD	0723 75TH AV		0
3692594	0723 BUCKEYE RD	0723 75TH AV		0
3852799	0723 VAN BUREN ST	0723 75TH AV		0
3960030	0723 VAN BUREN ST	0723 75TH AV		0
3963292	0723 VAN BUREN ST	0723 75TH AV		42
4043094	0723 VAN BUREN ST	0723 75TH AV		0
4062804	0723 BUCKEYE RD	0723 75TH AV		15
4231764	0723 BUCKEYE RD	0723 75TH AV		-299
4233397	0723 BUCKEYE RD	0723 75TH AV		804
4381351	0723 VAN BUREN ST	0723 75TH AV		0
4493166	0723 VAN BUREN ST	0723 75TH AV		0
752645	0700 75TH AV	0700 VAN BUREN ST		-91
791646	0723 75TH AV	0723 VAN BUREN ST		-804
932584	0723 75TH AV	0723 BUCKEYE RD		131
1472587	0723 75TH AV	0723 VAN BUREN ST		-647
2452123	0723 75TH AV	0723 VAN BUREN ST		28
2560784	0723 75TH AV	0723 VAN BUREN ST		395
2670109	0723 75TH AV	0723 MADISON ST		-93
2673451	0723 75TH AV	0723 VAN BUREN ST		11
2690498	0723 75TH AV	0723 BUCKEYE RD		-804
2712895	0731 75TH AV	0731 WASHINGTON ST		0
2790583	0700 75TH AV	0700 BUCKEYE RD		804
3400976	0723 75TH AV	0723 VAN BUREN ST		0
3653126	0723 75TH AV	0723 MADISON ST		-160

SEE ALSO SHEETS 12A & 13A

12

ROADREF

MICROFILM	ONROAD	ATROAD	MARKER	DISTANCE
3762116	0723 75TH AV	0723 VAN BUREN ST		278
3873149	0723 75TH AV	0723 VAN BUREN ST		0
4170268	0723 75TH AV	0723 VAN BUREN ST		141
4333090	0723 75TH AV	0723 BUCKEYE RD		-804
4403559	0723 75TH AV	0723 MADISON ST		-154
4473342	0723 75TH AV	0723 VAN BUREN ST		-10
4581480	0700 75TH AV	0700 VAN BUREN ST		-15
4650001	0723 75TH AV	0723 BUCKEYE RD		20
4763201	0723 75TH AV	0723 VAN BUREN ST		-238

ROADREF

MICROFILM	ONROAD	ATROAD	MARKER	DISTANCE
752645	0700 75TH	0700 VAN BUREN		-91
791646	0723 75TH	0723 VAN BUREN		-804
852604	0723 VAN BUREN	0723 75TH		-1
932584	0723 75TH	0723 BUCKEYE		131
1001914	0723 VAN BUREN	0723 75TH		0
1091908	0723 VAN BUREN	0723 75TH		122
1120766	0700 BUCKEYE	0700 75TH		-1061
1121823	0723 BUCKEYE	0723 75TH		0
1142183	0723 VAN BUREN	0723 75TH		14
1242488	0723 VAN BUREN	0723 75TH		3
1291776	0700 BUCKEYE	0700 75TH		-134
1313210	0723 VAN BUREN	0723 75TH		95
1472587	0723 75TH	0723 VAN BUREN		-647
1661922	0723 VAN BUREN	0723 75TH		0
1723538	0723 VAN BUREN	0723 75TH		0
1742117	0723 VAN BUREN	0723 75TH		0
1762710	0723 VAN BUREN	0723 75TH		3
1933539	0723 BUCKEYE	0723 75TH		0
1971213	0723 VAN BUREN	0723 75TH		0
2181713	0723 VAN BUREN	0723 75TH		0
2310023	0723 VAN BUREN	0723 75TH		-15
2452123	0723 75TH	0723 VAN BUREN		28
2560784	0723 75TH	0723 VAN BUREN		395
2600805	0723 VAN BUREN	0723 75TH		25
2670109	0723 75TH	0723 MADISON		-93
2673451	0723 75TH	0723 VAN BUREN		11
2690498	0723 75TH	0723 BUCKEYE		-804
2712895	0731 75TH	0731 WASHINGTON		0
2781062	0723 BUCKEYE	0723 75TH		0
2790583	0700 75TH	0700 BUCKEYE		804
2890201	0723 BUCKEYE	0723 75TH		0
2940505	0723 VAN BUREN	0723 75TH		0
3031322	0723 VAN BUREN	0723 75TH		0
3100701	0723 VAN BUREN	0723 75TH		0
3331849	0723 VAN BUREN	0723 75TH		0
3331860	0723 VAN BUREN	0723 75TH		-31
3400976	0723 75TH	0723 VAN BUREN		0
3470274	0723 VAN BUREN	0723 75TH		436
3582973	0723 BUCKEYE	0723 75TH		0
3653126	0723 75TH	0723 MADISON		-160
3692594	0723 BUCKEYE	0723 75TH		0
3762116	0723 75TH	0723 VAN BUREN		278
3852799	0723 VAN BUREN	0723 75TH		0
3873149	0723 75TH	0723 VAN BUREN		0
3960030	0723 VAN BUREN	0723 75TH		0
3963292	0723 VAN BUREN	0723 75TH		42
4043094	0723 VAN BUREN	0723 75TH		0
4062804	0723 BUCKEYE	0723 75TH		15
4170268	0723 75TH	0723 VAN BUREN		141
4231764	0723 BUCKEYE	0723 75TH		-299

INTERSECTION ACCIDENT?

SORTED BY MICROFILM NUMBER

12A

ROADREF

MICROFILM	ONROAD	ATROAD	MARKER	DISTANCE
4233397	0723 BUCKEYE	0723 75TH		804
4333090	0723 75TH	0723 BUCKEYE		-804
4381351	0723 VAN BUREN	0723 75TH		0
4403559	0723 75TH	0723 MADISON		-154
4473342	0723 75TH	0723 VAN BUREN		-10
4493166	0723 VAN BUREN	0723 75TH		0
4581480	0700 75TH	0700 VAN BUREN		-15
4650001	0723 75TH	0723 BUCKEYE		20
4763201	0723 75TH	0723 VAN BUREN		-238

INTERSECTION ACCIDENTS

BUCKEYE — 6
VAN BUREN — 15
WASHINGTON — 1

13A

TRAFCNTL

MICROFILM	CONTROLTYP	OPERATIONA
752645	3	1
791646	8	1
791646	9	1
852604	1	1
852604	9	1
932584	9	1
1001914	3	1
1001914	8	1
1120766	9	1
1121823	1	1
1142183	3	1
1142183	9	1
1242488	3	1
1291776	9	1
1313210	9	1
1472587	8	2
1472587	9	1
1661922	1	1
1661922	8	2
1723538	3	1
1723538	8	2
1742117	3	1
1742117	9	1
1762710	3	1
1762710	9	1
1933539	3	1
1971213	3	1
1971213	9	1
2181713	3	1
2310023	1	1
2310023	8	1
2310023	9	1
2452123	9	1
2560784	9	1
2600805	3	1
2670109	9	1
2673451	3	1
2690498	9	1
2712895	3	1
2781062	3	1
2790583	9	1
2790583	10	1
2890201	3	1
2940505	3	1
2940505	9	1
3031322	3	1
3100701	3	1
3331849	3	1
3331849	9	1
3331860	9	1
3400976	3	1
3400976	8	1
3470274	9	1

TRAFCNTL

MICROFILM	CONTROLTYP	OPERATIONA
3582973	1	1
3653126	9	1
3653126	10	1
3692594	1	1
3692594	9	1
3762116	9	1
3852799	3	1
3873149	3	1
3873149	9	1
3960030	3	1
3963292	3	1
3963292	9	1
4043094	3	1
4043094	8	1
4062804	1	1
4062804	9	1
4170268	9	1
4231764	9	1
4233397	9	1
4333090	7	1
4333090	9	1
4381351	1	1
4381351	8	1
4403559	9	1
4473342	3	1
4473342	9	1
4493166	3	1
4581480	1	1
4581480	9	1
4650001	1	1
4650001	9	1
4763201	9	1

TRAFUNIT

MICROFILM	UNITNUMBER	PRIORHARMT	SUBHARMIUL	UNITTYPE	UNITACTION	VISION	FAMILIAR	PRIORHARM	SUBHARM	VIOLATION1	VIOLATION2	TRAVELDIRE	CITATION
752645	1	10	53	1	12	14	0	1	0	2	0	S	28701A
791646	1	10	53	1	1	1	0	1	0	2	0	S	28701A
791646	2	12	53	1	3	1	0	1	0	1	0	S	000000
852604	1	10	53	1	5	1	0	2	0	2	8	E	28692A
932584	1	10	53	1	4	1	0	1	0	15	18	N	281203
932584	2	19	53	1	9	1	0	1	0	1	0	N	000000
1001914	1	10	53	1	1	1	0	2	0	6	0	E	28692A
1001914	2	19	53	1	1	1	0	1	0	1	0	S	000000
1091908	1	10	53	1	1	1	0	1	0	2	0	E	28701A
1091908	2	19	53	1	1	1	0	1	0	1	0	W	000000
1120766	1	11	53	1	26	1	0	1	0	19	0	W	000000
1121823	1	10	31	1	1	1	0	1	0	2	15	E	28701A
1142183	1	10	53	1	11	1	0	1	0	15	18	W	28891
1142183	2	12	53	1	3	1	0	1	0	1	0	W	000000
1242488	1	3	53	1	5	1	0	1	0	8	0	E	000000
1291776	1	10	1	1	1	1	0	1	0	15	0	E	000000
1313210	1	10	53	1	1	1	0	1	0	1	0	E	000000
1472587	1	10	53	1	1	1	0	2	0	2	9	S	28701A
1472587	2	19	53	1	1	1	0	1	0	1	0	N	000000
1661922	1	10	53	1	2	1	0	1	0	6	0	E	28855B
1661922	2	19	53	1	1	1	0	1	0	1	0	S	000000
1723538	1	10	53	1	1	1	0	1	0	6	0	E	28855B
1723538	2	19	53	1	1	1	0	1	0	1	0	N	000000
1742117	1	10	53	1	1	1	0	1	0	6	0	E	28855B
1742117	2	19	53	1	1	1	0	1	0	1	0	N	000000
1762710	1	10	53	1	1	1	0	2	0	6	0	W	28692A
1762710	2	12	53	1	3	1	0	1	0	1	0	S	000000
1933539	1	10	53	1	1	1	0	1	0	4	0	N	28773B
1933539	2	19	53	1	1	1	0	1	0	1	0	W	000000
1971213	1	10	53	1	1	1	0	1	0	4	0	E	28773B
1971213	2	19	53	1	1	1	0	1	0	1	0	N	000000
2181713	1	10	53	1	1	1	0	1	0	6	0	W	28855B
2181713	2	19	53	1	4	1	0	1	0	1	0	E	000000
2310023	1	10	53	1	1	1	0	2	0	2	0	E	28701A
2310023	2	12	53	1	3	1	0	1	0	1	0	E	000000
2452123	1	10	53	1	1	1	0	1	0	2	0	S	28701A
2560784	1	10	53	1	1	1	0	1	0	2	10	S	28701A
2560784	2	19	29	1	1	1	0	1	0	1	0	N	000000
2600805	1	10	53	1	4	1	0	2	0	2	6	S	28692B
2670109	1	10	53	1	1	1	0	1	0	2	0	S	28701A
2670109	2	12	16	1	3	1	0	1	0	1	0	S	000000
2670109	3	12	53	1	3	1	0	1	0	1	0	S	000000
2673451	1	19	53	1	2	1	0	1	0	1	0	S	28692B
2673451	2	10	53	1	1	1	0	1	0	2	0	S	000000
2690498	1	10	53	1	1	1	0	2	0	18	0	N	000000
2712895	1	10	53	1	5	1	0	1	0	8	15	S	28701A
2712895	2	12	53	1	3	1	0	1	0	1	0	S	000000
2781062	1	10	53	1	1	1	0	1	0	4	0	S	28773B

TRAFUNIT

MICROFILM	UNITNUMBER	PRIORHARMF	SUBHARMFUL	UNITTYPE	UNITACTION	VISION	FAMILIAR	PRIORHARM	SUBHARM	VIOLATION1	VIOLATION2	TRAVELDIRE	CITATION
2781062	2	19	53	1	1	1	0	2	0	1	0	W	000000
2790583	1	10	53	1	1	1	0	1	0	2	15	S	28701A
2790583	2	12	53	1	3	1	0	1	0	1	0	S	000000
2890201	1	10	53	1	1	1	0	1	0	4	0	N	28773B
2890201	2	19	53	1	1	1	0	1	0	1	0	E	000000
2940505	1	10	53	1	1	1	0	1	0	6	0	W	28645A
2940505	2	19	53	1	5	1	0	1	0	1	0	N	000000
3031322	1	10	53	1	1	1	0	1	0	6	0	W	28855B
3031322	2	19	53	1	1	1	0	1	0	1	0	S	000000
3100701	1	10	53	1	1	1	0	1	0	6	0	W	28855
3100701	2	19	53	1	1	1	0	1	0	1	0	S	000000
3331849	1	10	53	1	1	1	0	4	0	6	0	S	28701A
3331860	1	10	53	1	1	1	0	1	0	18	0	U	000000
3400976	1	10	53	1	1	1	0	2	0	6	0	W	000000
3400976	2	19	53	1	1	1	0	1	0	1	0	N	000000
3470274	1	10	41	1	1	1	0	1	0	2	0	W	28701A
3582973	1	10	53	1	1	1	0	1	0	7	0	W	28645A
3582973	2	12	53	1	3	1	0	1	0	1	0	W	000000
3653126	1	11	53	1	26	16	0	0	0	19	0	S	000000
3692594	1	10	53	1	5	1	0	1	0	8	0	E	28754A
3692594	2	19	53	1	1	1	0	1	0	1	0	E	000000
3762116	1	10	53	1	9	1	0	1	0	14	0	S	28754A
3762116	2	19	53	1	1	1	0	1	0	1	0	S	000000
3852799	1	10	53	1	1	1	0	1	0	6	0	W	28855B
3852799	2	19	53	1	4	1	0	1	0	1	0	E	000000
3873149	1	10	53	1	1	1	0	1	0	6	0	E	28855B
3873149	2	19	53	1	1	1	0	1	0	1	0	S	000000
3960030	1	10	53	1	1	1	0	1	0	6	0	W	28855B
3960030	2	19	53	1	1	1	0	1	0	1	0	S	000000
3963292	1	10	53	1	1	1	0	1	0	2	0	W	28701A
3963292	2	12	16	1	3	1	0	1	0	1	0	W	000000
3963292	3	12	53	1	3	1	0	1	0	1	0	W	000000
4043094	1	10	32	1	1	16	0	0	0	6	0	E	28855B
4043094	2	19	53	1	1	16	0	0	0	1	0	S	000000
4062804	1	10	53	1	1	1	0	1	0	2	15	W	28701A
4062804	2	19	53	1	2	1	0	1	0	1	0	W	000000
4170268	1	10	53	1	2	1	0	1	0	2	15	S	28701A
4170268	2	12	16	1	3	1	0	1	0	1	0	S	000000
4170268	3	19	16	1	2	1	0	1	0	1	0	S	000000
4170268	4	19	53	1	2	1	0	1	0	1	0	S	000000
4231764	1	10	53	1	1	1	0	1	0	2	0	E	28701A
4233397	1	10	53	1	6	1	0	1	0	18	0	W	000000
4233397	2	19	53	1	1	1	0	1	0	1	0	W	000000
4333090	1	10	29	1	1	1	0	1	0	2	0	S	28701A
4333090	2	12	53	1	3	1	0	1	0	1	0	S	000000
4381351	1	10	32	1	1	1	0	2	0	6	0	W	28692B
4381351	2	19	53	1	5	1	0	1	0	1	0	W	000000
4403559	1	10	53	1	1	1	0	2	0	2	0	N	28692B

TRAFUNIT

MICROFILM	UNITNUMBER	PRIORHARMF	SUBHARMFUL	UNITTYPE	UNITACTION	VISION	FAMILIAR	PRIORHARM	SUBHARM	VIOLATION1	VIOLATION2	TRAVELDIRE	CITATION
4473342	1	10	1	1	5	1	0	1	0	15	0	N	000000
4493166	1	10	53	1	1	1	0	1	0	4	0	N	000000
4493166	2	19	53	1	1	1	0	1	0	1	0	E	000000
4581480	1	10	53	1	2	1	0	1	0	2	15	U	28701A
4581480	2	12	53	1	3	1	0	1	0	1	0	U	000000
4650001	1	10	53	1	1	1	0	1	0	15	0	S	28701A
4650001	2	12	53	1	3	1	0	1	0	1	0	S	000000
4763201	1	10	53	1	1	1	0	1	0	2	0	N	28701A
4763201	2	12	53	1	3	1	0	1	0	1	0	N	000000

VEHICLE

MICROFILM	UNITNUMBER	VEHICLESTA	OWNERCLASS	BODYSTYLE	POSTEDSPEE	ESTIMATEDS	SAFESPEED	DEFECT1	DEFECT2	SKID	COMMONCARR	DAMAGE	STOPPED	TRAILER
752645	1	AZ	1	4	50	0	0	1	14	1	0	3	1	0
791646	1	AZ	1	1	50	59	0	1	14	1	0	2	1	0
791646	2	AZ	1	1	50	0	0	1	14	1	0	2	7	0
852604	1	CO	1	1	0	5	0	1	14	1	0	3	1	0
932584	1	AZ	1	4	50	15	10	1	14	1	0	1	1	0
932584	2	AZ	1	4	50	20	25	1	14	2	0	2	1	0
1001914	1	AZ	1	1	50	50	0	1	14	1	0	3	1	0
1001914	2	AZ	1	1	50	5	5	1	14	1	0	2	1	0
1091908	1	AZ	1	4	45	58	0	1	14	1	0	2	1	0
1091908	2	AZ	1	4	45	35	35	1	14	1	0	2	1	0
1120766	1	AZ	1	1	55	45	45	14	14	1	0	3	1	0
1121823	1	IL	1	8	55	55	0	1	14	2	0	2	1	0
1142183	1	AZ	1	4	50	4	0	1	14	1	0	2	1	0
1142183	2	AZ	1	1	50	0	0	1	14	1	0	2	2	0
1242488	1	NE	1	7	50	5	0	1	14	1	0	3	1	1
1291776	1	AZ	1	4	55	0	0	1	14	1	0	3	1	0
1313210	1	57	1	1	45	15	15	1	14	1	0	2	1	0
1472587	1	AZ	1	4	40	40	40	1	14	1	0	3	1	0
1472587	2	AZ	1	7	40	25	25	1	14	1	0	2	1	8
1661922	1	AZ	1	1	50	15	0	2	14	1	0	3	1	0
1661922	2	IL	1	7	40	10	10	1	14	1	0	2	1	0
1723538	1	AZ	1	1	45	30	0	1	14	1	0	3	1	0
1723538	2	AZ	1	4	45	5	5	1	14	1	0	3	1	0
1742117	1	IL	1	1	50	20	0	1	14	1	0	2	1	0
1742117	2	AZ	1	1	50	5	0	1	14	1	0	3	1	0
1762710	1	AZ	1	1	45	45	0	1	14	1	0	3	1	0
1762710	2	AZ	1	1	45	0	0	1	14	1	0	3	2	0
1933539	1	AZ	1	4	50	5	0	1	14	1	0	3	1	0
1933539	2	AZ	1	1	50	40	50	1	14	1	0	3	1	0
1971213	1	AZ	1	1	50	10	0	1	14	1	0	2	1	0
1971213	2	AZ	1	4	50	10	10	1	14	1	0	2	1	0
2181713	1	AZ	1	1	50	20	0	1	14	1	0	2	1	0
2181713	2	AZ	1	4	50	10	10	1	14	1	0	2	1	0
2310023	1	AZ	1	4	40	10	0	1	14	1	0	3	1	0
2310023	2	AZ	1	1	40	0	0	1	14	1	0	2	2	0
2452123	1	AZ	1	1	50	50	50	1	14	2	0	3	1	0
2560784	1	AZ	1	4	50	0	0	2	14	1	0	2	1	0
2560784	2	AZ	1	4	50	45	45	1	14	1	0	2	1	0
2600805	1	AZ	1	1	50	35	0	1	14	1	0	2	1	0
2670109	1	AZ	1	22	50	15	0	1	14	1	0	2	1	0
2670109	2	AZ	1	4	50	0	0	1	14	1	0	2	8	0
2670109	3	AZ	1	22	50	0	0	1	14	1	0	2	8	0
2673451	1	CA	1	1	50	40	0	1	14	1	0	3	1	0
2673451	2	AZ	1	1	50	0	0	1	14	1	0	2	1	0
2690498	1	AZ	1	1	50	50	50	1	14	2	0	3	1	0
2712895	1	AZ	1	7	40	10	0	1	14	1	0	2	1	1
2712895	2	AZ	1	1	40	0	0	1	14	1	0	2	2	0
2781062	1	AZ	1	1	50	5	0	1	14	1	0	3	1	0

VEHICLE

MICROFILM	UNITNUMBER	VEHICLESTA	OWNERCLASS	BODYSTYLE	POSTEDSPEE	ESTIMATEDS	SAFESPEED	DEFECT1	DEFECT2	SKID	COMMONCARR	DAMAGE	STOPPED	TRAILER
2781062	2	AZ	1	4	50	45	45	1	14	1	0	2	1	0
2790583	1	AZ	1	4	45	0	0	1	14	2	0	3	1	0
2790583	2	AZ	1	1	45	0	0	1	14	1	0	3	5	0
2890201	1	AZ	1	1	50	5	0	1	14	1	0	3	1	0
2890201	2	AZ	1	4	40	40	40	1	14	2	0	2	1	0
2940505	1	AZ	1	1	0	40	0	1	14	1	0	2	1	0
2940505	2	AZ	1	1	50	10	10	1	14	1	0	2	1	0
3031322	1	AZ	1	1	50	45	0	1	14	1	0	2	1	0
3031322	2	WV	1	7	50	1	1	1	14	1	0	2	1	0
3100701	1	AZ	1	1	45	30	0	1	14	1	0	3	1	0
3100701	2	AZ	1	4	45	5	5	1	14	1	0	3	1	0
3331849	1	AZ	1	4	50	30	0	1	14	1	0	3	1	0
3331860	1	AZ	1	1	50	10	0	1	14	1	0	2	1	0
3400976	1	AZ	1	17	45	30	0	1	14	1	0	3	1	0
3400976	2	AZ	1	4	45	5	5	1	14	1	0	3	1	0
3470274	1	AZ	1	1	50	45	45	1	14	2	0	3	1	0
3582973	1	AZ	1	22	55	0	0	1	14	1	0	2	1	0
3582973	2	AZ	5	4	55	0	0	1	14	1	0	2	3	0
3653126	1	57	0	7	45	2	0	14	14	1	0	2	1	0
3692594	1	AZ	1	1	55	25	55	1	14	1	0	3	1	0
3692594	2	AZ	1	1	50	50	50	1	14	1	0	2	1	0
3762116	1	AZ	1	4	45	45	45	1	14	1	0	2	1	0
3762116	2	AZ	1	7	45	40	40	1	14	1	0	2	1	1
3852799	1	AZ	1	1	45	40	0	1	14	2	0	3	1	0
3852799	2	AZ	1	4	45	15	15	1	14	1	0	3	1	0
3873149	1	AZ	1	1	45	25	0	1	14	2	0	1	1	0
3873149	2	CA	1	22	45	10	10	1	14	1	0	2	1	0
3960030	1	AZ	1	1	50	40	0	1	14	2	0	3	1	0
3960030	2	AZ	1	1	50	10	50	1	14	1	0	3	1	0
3963292	1	CA	1	4	50	25	0	1	14	2	0	2	1	0
3963292	2	AZ	1	1	50	0	0	1	14	1	0	2	8	0
3963292	3	AZ	1	1	50	0	0	1	14	1	0	2	8	0
4043094	1	AZ	1	1	50	40	0	1	14	2	0	3	1	0
4043094	2	AZ	1	4	50	10	10	1	14	1	0	3	1	0
4062804	1	AZ	1	1	55	40	0	1	14	1	0	2	1	0
4062804	2	AZ	1	1	55	0	0	1	14	1	0	2	1	0
4170268	1	AZ	1	1	50	15	0	1	14	1	0	2	1	0
4170268	2	AZ	1	4	50	0	0	1	14	1	0	2	8	0
4170268	3	AZ	1	1	50	0	0	1	14	1	0	3	1	0
4170268	4	AZ	1	1	50	0	0	1	14	1	0	2	1	0
4231764	1	AZ	1	4	50	40	40	1	14	1	0	3	1	0
4233397	1	AZ	1	4	55	25	0	1	14	1	0	2	1	0
4233397	2	AZ	1	1	55	55	55	1	14	1	0	2	1	0
4333090	1	AZ	1	4	45	55	0	1	14	2	0	3	1	0
4333090	2	AZ	4	13	45	0	0	1	14	1	0	2	9	0
4381351	1	AZ	1	1	45	25	0	1	14	1	0	3	1	0
4381351	2	AZ	1	4	45	5	5	1	14	1	0	2	1	0
4403559	1	AZ	1	4	45	60	0	1	14	1	0	2	1	0

VEHICLE

MICROFILM	UNITNUMBER	VEHICLESTA	OWNERCLASS	BODYSYTLE	POSTEDSPEE	ESTIMATEDS	SAFESPEED	DEFECT1	DEFECT2	SKID	COMMONCARR	DAMAGE	STOPPED	TRAILER
4473342	1	OR	1	7	50	4	0	1	14	1	0	3	1	0
4493166	1	AZ	1	1	50	5	0	1	14	1	0	2	1	0
4493166	2	AZ	1	1	50	10	10	1	14	1	0	3	1	0
4581480	1	MO	1	1	0	0	0	1	14	1	0	2	1	0
4581480	2	AZ	1	1	0	0	0	1	14	1	0	2	5	0
4650001	1	AZ	1	4	50	20	0	1	14	1	0	2	1	0
4650001	2	CO	1	1	50	0	0	1	14	1	0	3	5	0
4763201	1	AZ	1	1	45	30	0	1	14	2	0	2	1	0
4763201	2	AZ	1	1	45	0	0	1	14	1	0	2	8	0

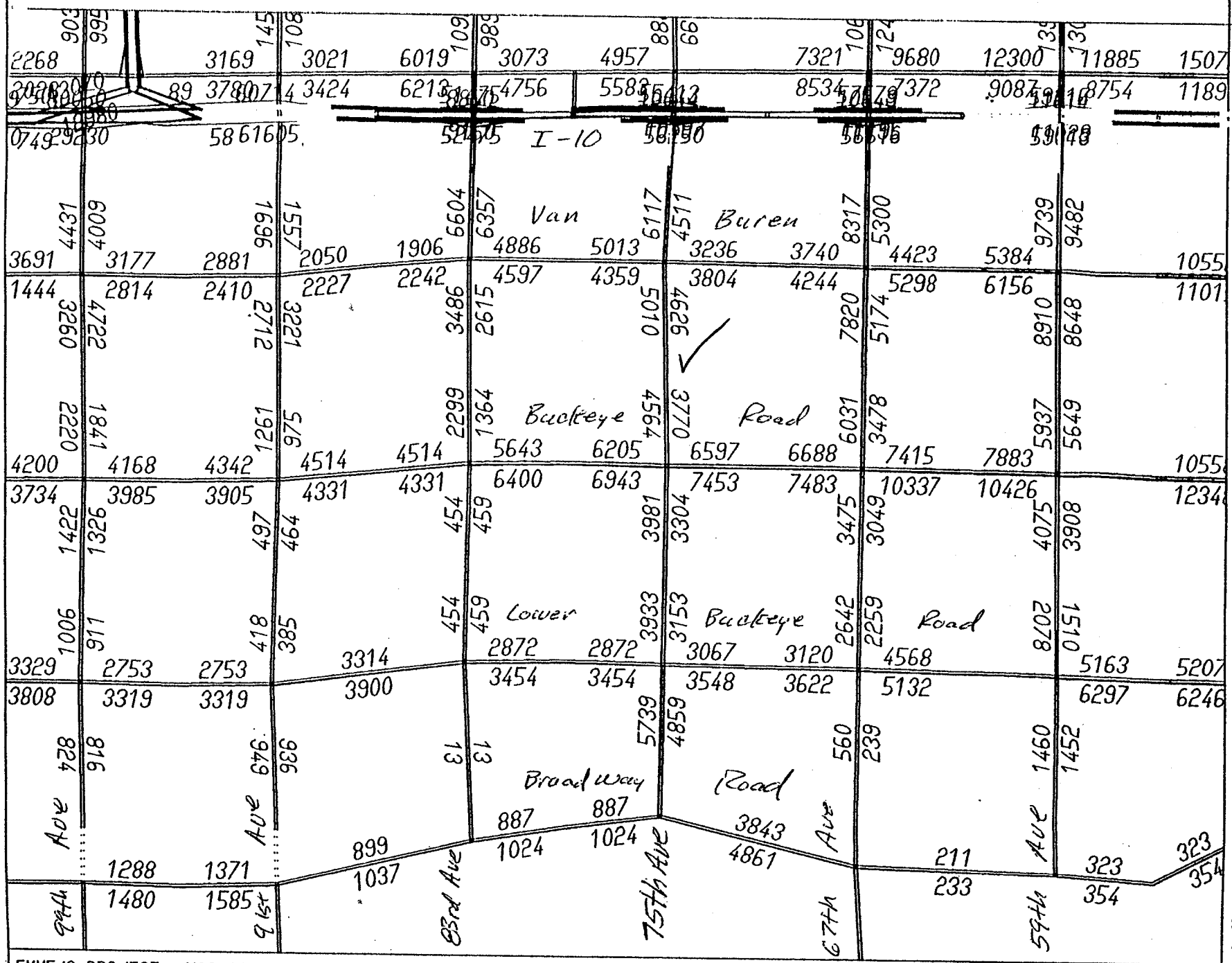
Preliminary CAR Data - 10/31/97

Type	Road Name	From	To	Miles	Jurisdiction	PCR	IRI	SUFF	% Trucks	TSP
				DATA						Trans System Plan Route
R 2-6	Gilbert Rd	Williams Field Rd	Ray Rd	1	MC 60%; GI 30%; CH 10%	97	153	77		Primary
R 4-6	Power Rd	Guadalupe Rd	Baseline Rd	1	MC 90%; ME 10%	85	70	66		Primary
R 2-3	51st Ave	Santa Cruz	St Johns Rd	2	MC 100%	95	76	75	16.80%	Primary
R 2-4	Carefree Hwy	56th St	Scottsdale Rd	2	MC 12%; SC 85%; CC 3%	92	182	86		Primary
R 2-4	Riggs RD	Arizona Ave	Gilbert Rd	3	MC 60%; CH 40%	91	139	86		Primary
R 2-2	Bartlett Lake Rd	Cave Creek Rd	Horseshoe Dam Rd	5.5	MC 100%	94	169	78		Primary
R 2-4	Queen Creek Rd	Arizona Ave	McQueen Rd	1	MC 50%; CH 50%	62	295	71		Primary
R 2-6	Gilbert Rd	Warner Rd	Water Tank Rd	0.5	MC 20%; GI 80%					Primary
R 2-4	75th Ave	M C HWY 85	Van Buren St	1	MC 100%	53	254	80	18.30%	Secondary
R	Riggs Rd	at Alma School			MC 99%; CH 1%	97	62	68		Primary
C B	Chandler Heights Rd Channel	East Maricopa Floodway	Power Rd	2.9	MC 100%	82	117	75		Secondary
C B	Chandler Heights Rd Bridge	at Eastern Canal		1	MC 100%	95	182	80		Secondary
C B	Gilbert Rd Bridge	At Eastern Canal		1	MC 90% CH 10%	97	53	86		Primary
C B	Ocotillo Rd Bridge	At Eastern Canal		1	MC 100%	60	115	66		Secondary
C B	Queen Creek Rd Bridge	At Eastern Canal		1	MC 100%	90	139	63		Primary
C CH	87th Ave Channel	at Williams (S of Pinnacle Peak)		1	MC 75%; PE 25%					Local
C CH	Guadalupe Rd Channel	at Eastern Canal	E. of Greenfield	0.75	GI 100%	87	181	66		Secondary
R B	Power Rd Bridge	at Queen Creek Wash	500' s. of Queen Creek Rd	1	MC 100%	88	92	80		Primary
R CH	Ray Rd Channel	Tuthill	Airport Rd	1	MC 100%	93	180	71		Secondary
R Median	Sun Lakes Medians				MC 99%; CH 1%					Secondary
C 2	Thompson Rd	at San Tan Park			MC 0%					No
R 2-2	Durango Facility Roads			1	MC 100%					Local

Preliminary CAR Data - 10/31/97

Type	Road Name	From	To	Miles	Jurisdiction	PCR	IRI	SUFF	TSP
									Trans System Plan Route
R 2-6	Gilbert Rd	Williams Field Rd	Ray Rd	1	MC 60%; GI 30%; CH 10%	97	153	77	Primary
R 4-6	Power Rd	Guadalupe Rd	Baseline Rd	1	MC 90%; ME 10%	85	70	66	Primary
R 2-3	51st Ave	Santa Cruz	St Johns Rd	2	MC 100%	95	76	75	Primary
R 2-4	Carefree Hwy	56th St	Scottsdale Rd	2	MC 12%; SC 85%; CC 3%	92	182	86	Primary
R 2-4	Riggs RD	Arizona Ave	Gilbert Rd	3	MC 60%; CH 40%	91	139	86	Primary
R 2-2	Bartlett Lake Rd	Cave Creek Rd	Horseshoe Dam Rd	5.5	MC 100%	94	169	78	Primary
R 2-4	Queen Creek Rd	Arizona Ave	McQueen Rd	1	MC 50%; CH 50%	62	295	71	Primary
R 2-6	Gilbert Rd	Warner Rd	Water Tank Rd	0.5	MC 20%; GI 80%				Primary
R 2-4	75th Ave	M C HWY 85	Van Buren St	1	MC 100%	53	254	80	Secondary
R	Riggs Rd	at Alma School			MC 99%; CH 1%	97	62	68	Primary
C B	Chandler Heights Rd Channel	East Maricopa Floodway	Power Rd	2.9	MC 100%	82	117	75	Secondary
C B	Chandler Heights Rd Bridge	at Eastern Canal		1	MC 100%	95	182	80	Secondary
C B	Gilbert Rd Bridge	At Eastern Canal		1	MC 90% CH 10%	97	53	86	Primary
C B	Ocotillo Rd Bridge	At Eastern Canal		1	MC 100%	60	115	66	Secondary
C B	Queen Creek Rd Bridge	At Eastern Canal		1	MC 100%	90	139	63	Primary
C CH	87th Ave Channel	at Williams (S of Pinnacle Peak)		1	MC 75%; PE 25%				Local
C CH	Guadalupe Rd Channel	at Eastern Canal	E. of Greenfield	0.75	GI 100%	87	181	66	Secondary
R B	Power Rd Bridge	at Queen Creek Wash	500' s. of Queen Creek Rd	1	MC 100%	88	92	80	Primary
R CH	Ray Rd Channel	Tuthill	Airport Rd	1	MC 100%	93	180	71	Secondary
R Median	Sun Lakes Medians				MC 99%; CH 1%				Secondary
C 2	Thompson Rd	at San Tan Park			MC 0%				No
R 2-2	Durango Facility Roads			1	MC 100%				Local

emme/2



LINKS:
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&!mod=wep
COL-IND: @vcidx
THRESHOLD:
LOWER: -******
UPPER: ******

LEGEND

VOLUME/CAPACITY RATIO

SCALE: 25000

50000

100000

150000

200000

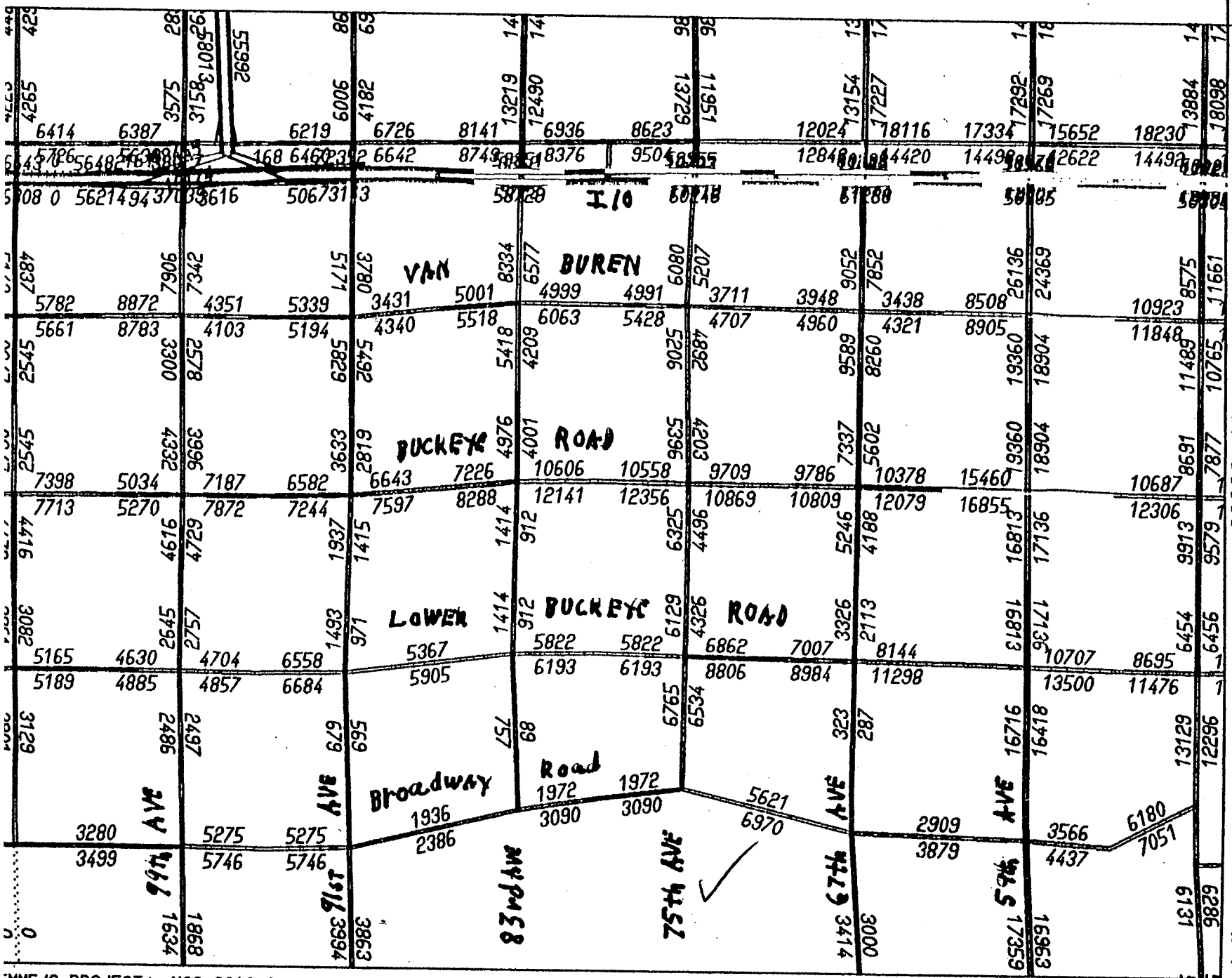
250000

WINDOW:
389567/ 873804
422434/ 898454

EMME/2 PROJECT: MAG 2001G net with Agua Fria additions. 2001r2 soc.
SCENARIO 2: Daily Highway Network

97-11-04 12:53
MODULE: 2.13

emme/2



LINKS:
mod=a
&|mod=wep
COL-IND: @vc|dx
THRESHOLD:
LOWER: -******
UPPER: ******

LEGEND

VOLUME/CAPACITY RATIO

SCALE: 25000

50000

100000

150000

200000

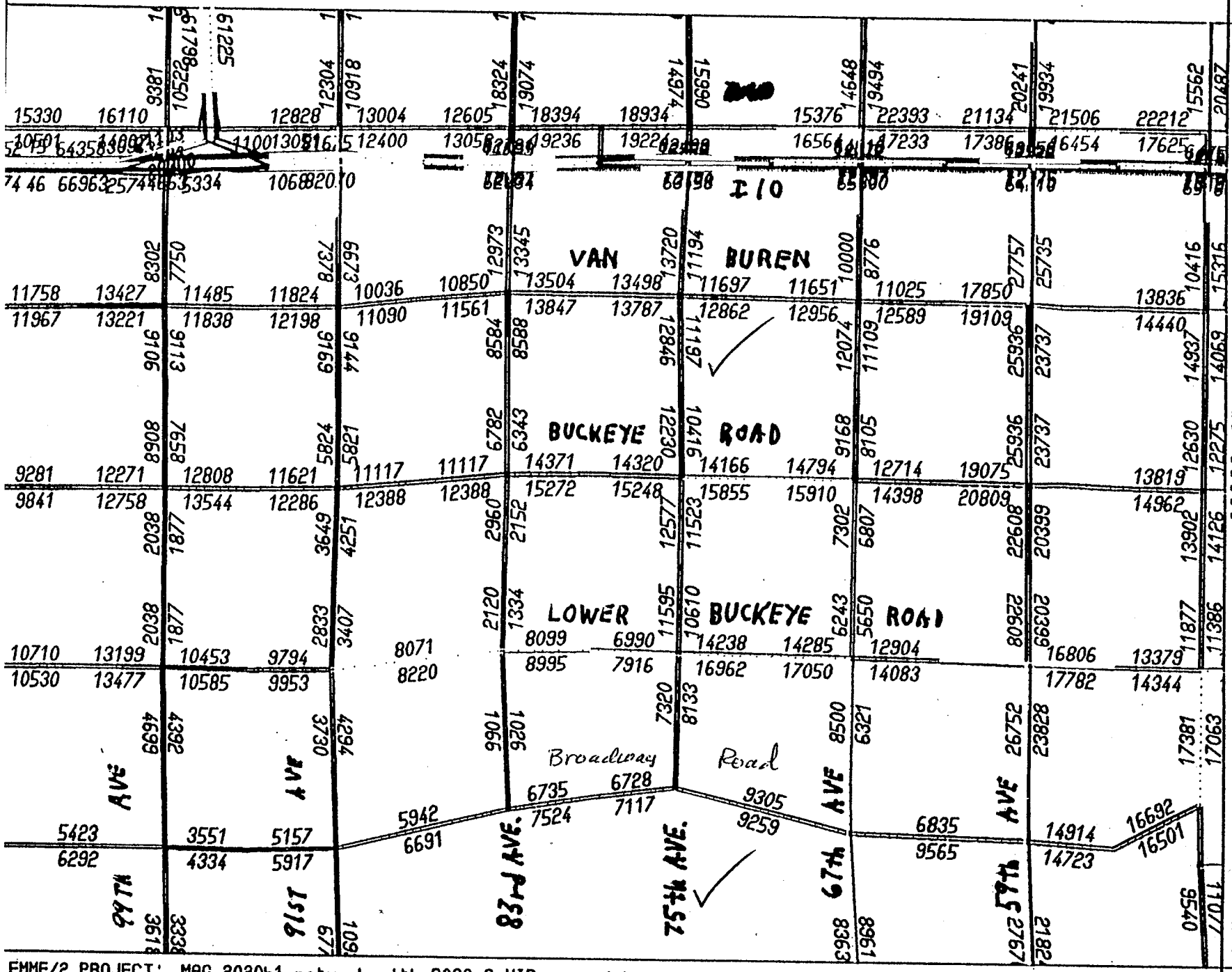
250000

WINDOW:
385654/ 872074
423968/ 900810

EMME/2 PROJECT: MAG 2010h1 network with MAG 2010r2 soc. data
SCENARIO 2: Daily Highway Network

97-11-04 14:11
MODULE: 2.13

emme/2



LINKS:
mod=a
&lmod=wep
COL-IND: @vcldx
THRESHOLD:
LOWER: -******
UPPER: *******

LEGEND
VOLUME/CAPACITY RATIO
0 - .60
.61 - .80
.81 - .90
.91 - 1.00
1.01 - up

SCALE: 25000
50000
100000
150000
200000
250000

WINDOW:
386640/ 872497
423827/ 900387

EMME/2 PROJECT: MAG 2020h1 network with 2020r2 WIP soc. data
SCENARIO 2: Daily Highway Network

97-11-04 14:40
MODULE: 2.13

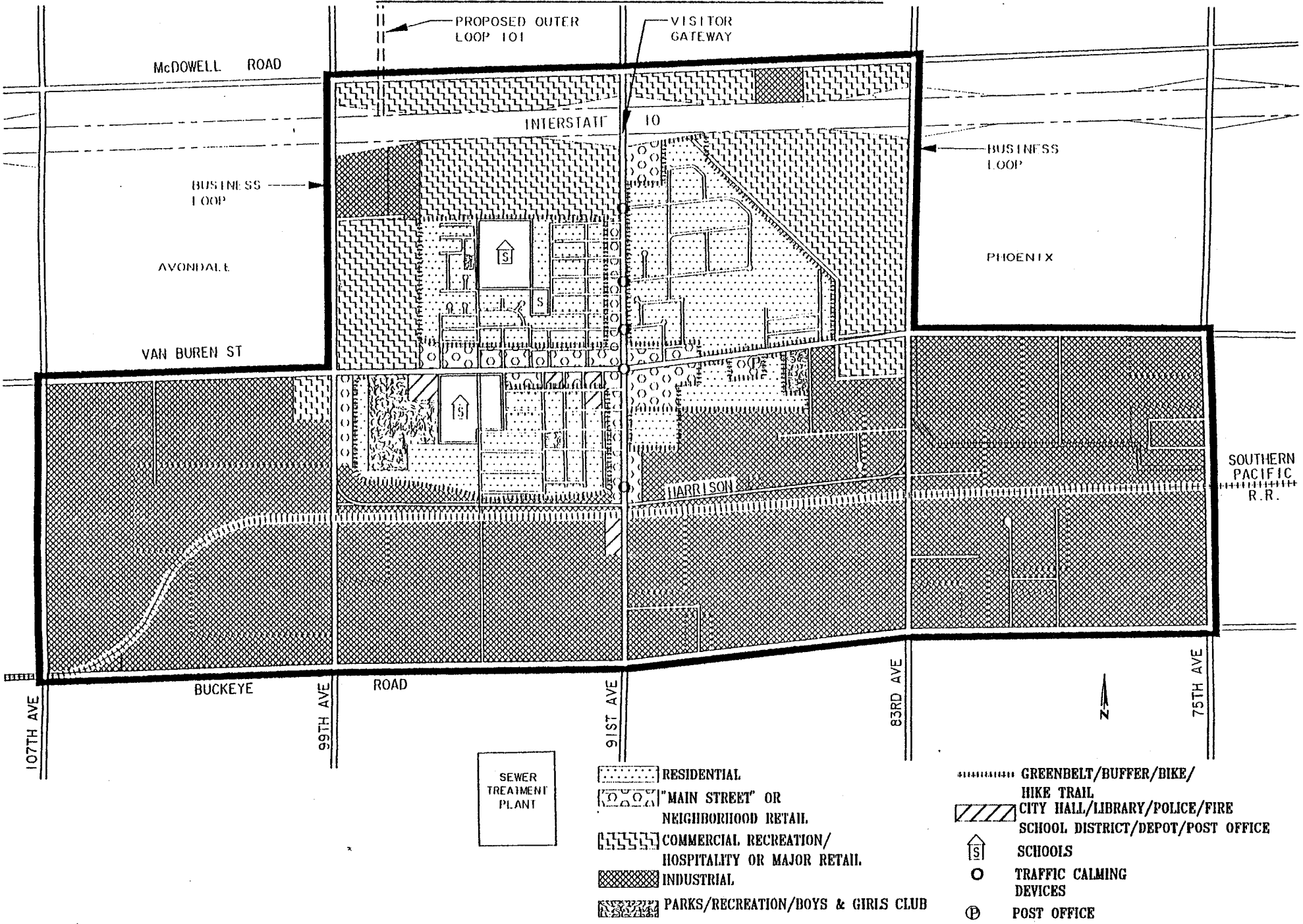
Date of Count	Street	Direction	Ref. Street		AM Peak Hour.	AM Peak Total.	PM Peak Hour	PM Peak Total.	Total Both (TOTAL (BOTH DIRECTIONS?))	95 Count	94 Count	93 Count	92 Count	91 Count	90 Count	89 Count	88 Count
	059TH AVE	N	DOBBINS RD	B		0		0	0	423	375	480	514	467	563	391	411
19-Aug-96	067TH AVE	N	BASELINE RD	B	7:00	124	5:00	153	1476	1569	1694	0	0	1496	1368	1294	1312
09-Sep-96	067TH AVE	N	LOWER BUCKEYE RD	B	7:00	361	5:00	395	4446	4419	2572	0	0	2307	3867	4045	2673
09-Dec-96	067TH AVE	S	BROADWAY RD	B	7:00	274	16:00	382	3762	3213	2531	2425	0	0	3822	3254	2964
	075TH AVE	N	GLENDALE AVE	B		0		0	0	12260	10233	9322	9967	9061	10351	12104	12607
19-Aug-96	075TH AVE	N	ESTRELLA DR	B	7:00	16	3:00	20	220	238	246	240	240	238	246	240	201
19-Aug-96	075TH AVE	N	BROADWAY RD	B	7:00	71	5:00	90	952	1206	804	833	924	840	945	983	633
	075TH AVE	N	THUNDERBIRD BLVD	B		0		0	0	2123	1893	1840	2395	2014	2103	1040	876
	075TH AVE	N	NORTHERN AVE	B		0		0	0	11023	9628	9704	9439	8581	8570	9830	10480
09-Sep-96	075TH AVE	N	MC 85 (BUCKEYE RD)	B	7:00	611	4:00	662	8733	4799	2028	1919	0	3609	3201	3007	2750
	075TH AVE	N	BASELINE RD	B		0		0	0	870	0	271	290	348	343	315	292
19-Mar-96	076TH ST	N	MCKELLIPS RD	B	7:00	106	17:00	131	1355	1184	753	0	1185	1078	1094	1141	1095
19-Mar-96	080TH ST	N	US 60	B	9:00	135	16:00	168	1996	1492	1550	0	1125	1023	1089	912	970
29-Jul-96	083RD AVE	N	BROADWAY RD	B	8:00	68	17:00	52	734	757	730	688	676	615	622	592	483
	083RD AVE	N	THUNDERBIRD BLVD	B		0		0	0	5243	4437	4390	4258	5204	8220	8161	9653
12-Nov-96	083RD AVE	N	GLENDALE AVE	B	7:00	960	17:00	1085	11364	9948	9015	8054	7710	6595	5607	10101	10038
26-Feb-96	083RD AVE	S	PINNACLE PEAK RD	B	7:00	336	16:00	343	3786	4280	3491	2532	3220	2710	2742	2696	2558
09-Sep-96	083RD AVE	N	MC 85	B	7:00	570	4:00	521	6037	4407	2071	0	0	2389	1954	1832	1923
	083RD AVE	N	DOBBINS RD	B		0		0	0	502	402	332	253	230	320	424	395
16-Dec-96	083RD AVE	S	MARICOPA RD	B	7:00	4	16:00	10	61	95	78	101	102	93	59	119	98
12-Nov-96	083RD AVE	N	UNION HILLS DR	B	7:00	575	17:00	616	7205	4430	3411	3562	3480	3121	3274	3802	3795
10-Dec-96	091ST AVE	N	CAMELBACK RD	B	7:00	1244	17:00	1320	12410		9704	8283	6850	5848	5771	6401	6375
25-Sep-96	091ST AVE	N	INDIAN SCHOOL RD	B	7:00	1006	17:00	1193	10918	8920	9181	9281	8640	4318	6748	7122	6890
12-Nov-96	091ST AVE	N	GLENDALE AVE	B	7:00	1095	17:00	1040	10398	5694	7130	5302	5230	4685	4962	7088	6910
29-Jul-96	091ST AVE	N	BROADWAY RD	B	5:00	144	14:00	171	1716	1285	1310	859	934	907	1319	1230	1629

	Date of Count	Street	Direction	Ref. Street	1st Direction Dir.	1st Direction Total.	2nd Direction Dir.	2nd Direction Total.	Total Both	AM Peak 1st Direction Hour.	AM Peak 1st Direction Total.	AM Peak 2nd Direction Hour	AM Peak 2nd Direction Total.	PM Peak 1st Direction Hour.	PM Peak 1st Direction Total.	PM Peak 2nd Direction Hour	PM Peak 2nd Direction Total.
0	22-Oct-96	71ST AV	S	THOMAS RD	N	1915	S	1835	3750	8:00	139	8:00	132	17:00	186	17:00	122
1	15-Nov-95	71ST AV	S	ENCANTO BLVD	N	1996	S	2188	4184	8:00	165	8:00	209	17:00	220	17:00	261
2	20-Jun-94	72ND ST	N	SOUTHERN AV	N	1145	S	1016	2161		0		0		0		0
3	14-Feb-96	72nd St	N	Pueblo Ave	N	1600	S	1518	3118	7:00	121	11:00	94	14:00	152	17:00	162
4	07-Apr-95	72ND ST	N	BROADWAY RD	N	1186	S	1192	2378	10:00	125	11:00	131	12:00	152	16:00	138
5	20-Sep-95	75TH AV	S	BEARDSLEY RD	N	4029	S	7208	11237	8:00	192	7:00	900	17:00	450	16:00	706
6	23-Oct-96	75TH AV	S	UNION HILLS DR	N	2816	S	2743	5559	9:00	276	7:00	274	17:00	220	16:00	218
7	23-Oct-96	75TH AV	S	BELL RD	N	3640	S	3518	7158	9:00	342	7:00	338	17:00	316	16:00	174
8	15-Dec-94	75TH AV	S	THUNDERBIRD RD	N	2978	S	6207	9185	11:00	176	7:00	436	15:00	288	18:00	589
9	05-Apr-95	75TH AV	S	SWEETWATER AV	N	4514	S	0	10875	7:00	446		0	17:00	509		0
0	12-Dec-94	75TH AV	S	CACTUS RD	N	9046	S	8445	17491	11:00	510	7:00	753	17:00	930	17:00	634
1	12-Dec-94	75TH AV	S	PEORIA AV	N	8191	S	2822	11013	8:00	481	7:00	289	17:00	928	17:00	213
2	23-Oct-96	75TH AV	S	OLIVE AV	N	4572	S	4437	9009	9:00	360	7:00	386	17:00	357	16:00	190
3	23-Oct-96	75TH AV	S	NORTHERN AV	N	5681	S	5624	11305	9:00	383	7:00	421	17:00	294	16:00	187
4	11-May-94	75TH AV	S	GLENDALE AV	S	7075	N	7370	14445	07:00	633	7:00	436	17:00	549	16:00	714
5	18-Sep-95	75TH AV	S	MARYLAND AV	N	8544	S	9708	9126	7:00	706	7:00	964	17:00	833	14:00	681
6	07-Jun-94	75TH AV	S	BETHANY HOME RD	N	8301	S	7896	16191	11:00	368	7:00	600	17:00	836	17:00	570
7	03-Oct-94	75TH AV	S	CAMELBACK RD	N	11589	S	12877	24466	8:00	552	7:00	1076	17:00	1165	17:00	1095
8	15-Nov-95	75TH AV	S	INDIAN SCHOOL RD	N	16064	S	16384	32448	8:00	848	7:00	1462	17:00	1634	17:00	1005
9	14-Nov-94	75TH AV	S	OSBORN RD	N	13855	S	7295	21150	11:00	712	10:00	478	17:00	1699	13:00	572
0	15-Nov-95	75TH AV	S	THOMAS RD	N	15058	S	15244	30302	11:00	758	7:00	1173	17:00	1411	17:00	979
1	23-Oct-96	75TH AV	S	ENCANTO BLVD	N	14697	S	14111	28808	11:00	1209	7:00	991	12:00	1028	13:00	941
2	23-Oct-96	75TH AV	S	MCDOWELL RD	N	14963	S	9752	24715	11:00	935	7:00	806	17:00	1567	13:00	660
3	22-Oct-96	75TH AV	S	I 10 RAMP	N	4567	S	3936	8503	11:00	444	7:00	287	17:00	456	16:00	213
4	15-Nov-95	75TH AV	S	VAN BUREN ST	N	3384	S	2220	5604	11:00	229	6:00	290	17:00	439	13:00	151

Date of Count	Street	Direction	Ref. Street	1st Direction Dir.	1st Direction Total.	2nd Direction Dir.	2nd Direction Total.	Total Both	AM Peak 1st Direction Hour.	AM Peak 1st Direction Total.	AM Peak 2nd Direction Hour	AM Peak 2nd Direction Total.	PM Peak 1st Direction Hour.	PM Peak 1st Direction Total.	PM Peak 2nd Direction Hour	PM Peak 2nd Direction Total.
06-Mar-96	75th Av	S	Buckeye Rd/SR 85	N	2220	S	1840	4060	10:00	201	11:00	164	15:00	288	13:00	190
07-Dec-94	75TH AV	S	LOWER BUCKEYE RD	N	313	S	543	856	9:00	23	7:00	42	18:00	31	16:00	44
15-Nov-95	75TH AV	S	ESTRELLA DR	N	377	S	450	827	9:00	27	7:00	48	18:00	33	16:00	52
26-Jul-94	76TH ST	S	JACKRABBIT RD	S	4950	N	5152	10102	10:00	215	12:00	160	14:00	199	18:00	359
29-Jul-96	76TH ST	S	CHAPARRAL RD	N	5937	S	6141	12078	11:00	425	9:00	482	17:00	644	12:00	471
29-Jul-96	76TH ST	S	MILLER RD/OSBORN RD	N	7818	S	8925	16743	08:00	512	8:00	528	17:00	722	17:00	807
29-Jul-96	76TH ST	S	THOMAS RD	N	5536	S	6155	11691	11:00	351	11:00	405	17:00	605	17:00	5883
17-Aug-95	76TH ST	S	MCDOWELL RD	N	1726	S	2398	4124	11:00	131	11:00	157	17:00	154	17:00	217
23-Oct-95	7TH AV	S	DEER VALLEY RD	N	4190	S	4377	8567	7:00	310	7:00	381	18:00	370	17:00	420
03-Oct-96	7TH AV	S	UNION HILLS DR	N	5211	S	2399	7610	8:00	325	7:00	225	17:00	543	15:00	211
03-Oct-96	7TH AV	S	GROVERS AV	N	5502	S	5999	11501	8:00	318	7:00	581	17:00	604	17:00	458
23-Oct-95	7TH AV	S	BELL RD	N	3437	S	3508	6945	7:00	235	7:00	420	17:00	396	17:00	328
03-Oct-96	7TH AV	S	GREENWAY PK	N	3299	S	3685	6984	8:00	312	7:00	358	18:00	417	17:00	368
25-Oct-95	7TH AV	S	PEORIA AV	N	2675	S	3182	5857	8:00	88	7:00	787	17:00	645	17:00	174
01-Oct-96	7TH AV	S	HATCHER RD	N	6136	S	5743	11879	8:00	284	7:00	1093	17:00	1144	15:00	363
23-Oct-95	7TH AV	S	DUNLAP AV	N	9320	S	8439	17759	7:00	450	7:00	1792	17:00	1916	15:00	507
01-Oct-96	7TH AV	S	NORTHERN AV	N	10337	S	10489	20826	8:00	383	7:00	2446	17:00	2340	15:00	456
	7TH AV	S	GLENDALE AV		0		0	0		0		0		0		0
01-Oct-96	7TH AV	S	MARYLAND AV	N	13747	S	11108	24855	8:00	526	7:00	2272	17:00	2844	15:00	545
19-Dec-94	7TH AV	S	BETHANY HOME RD	N	12084		0	0	10:00	495		0	17:00	2070		0
	7TH AV	S	MISSOURI AV		0		0	0		0		0		0		0
19-Dec-94	7TH AV	S	CAMELBACK RD	N	16744		0	0	11:00	946		0	17:00	2361		0
	7TH AV	S	CAMPBELL AV		0		0	0		0		0		0		0
01-Oct-96	7TH AV	S	MINNEZONA AV	N	17111	S	15772	32883	10:00	760	7:00	1710	17:00	2442	13:00	1035
25-Oct-95	7TH AV	S	INDIAN SCHOOL RD	N	25272		0	25272	8:00	1243		0	17:00	1493		0

Appendix C
City of Tolleson and Phoenix Zoning and County Assessor Maps

TOLLESON FUTURE LAND USE MAP

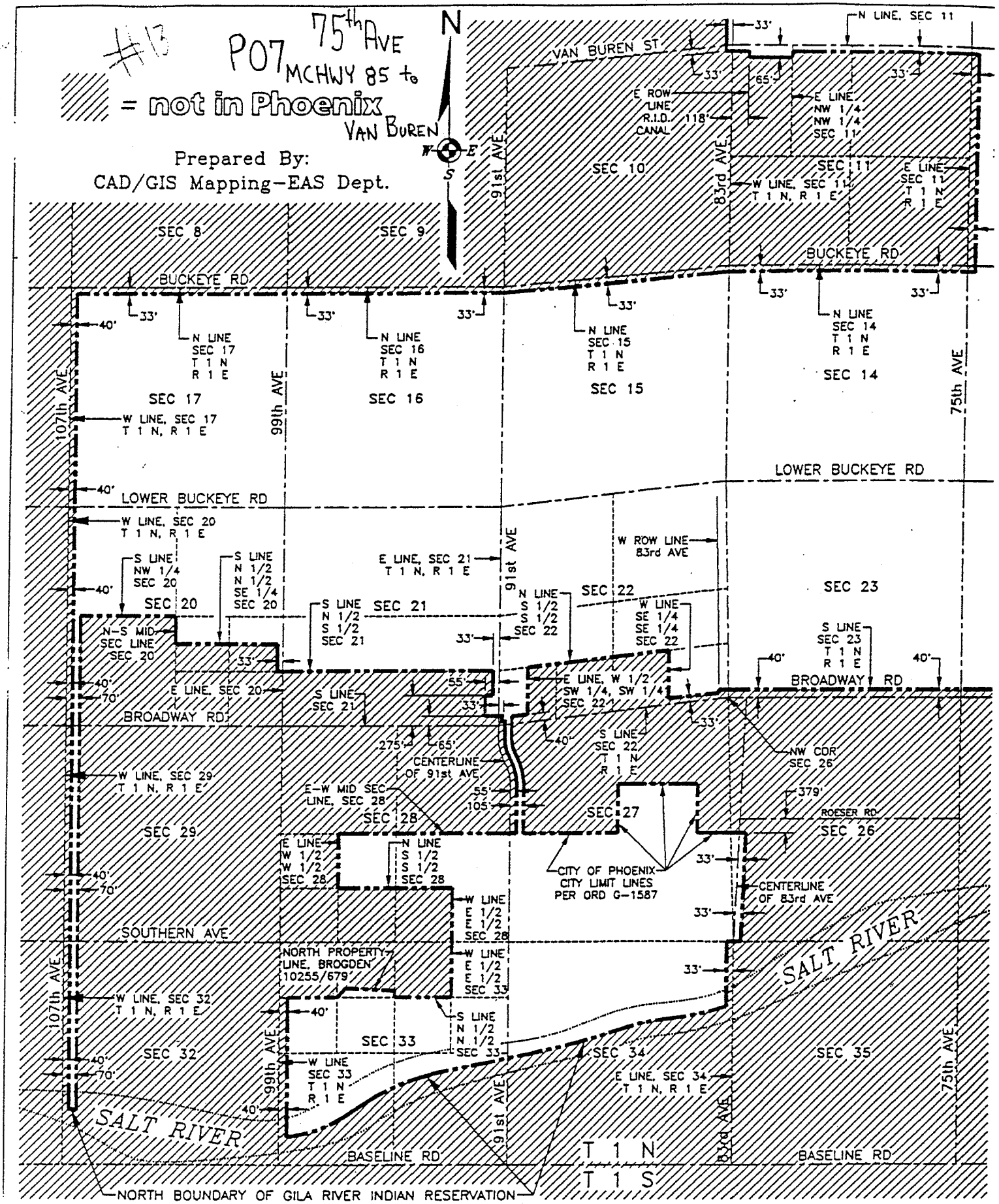


#13

P07 75th AVE MCHWY 85 to VAN BUREN

= not in Phoenix

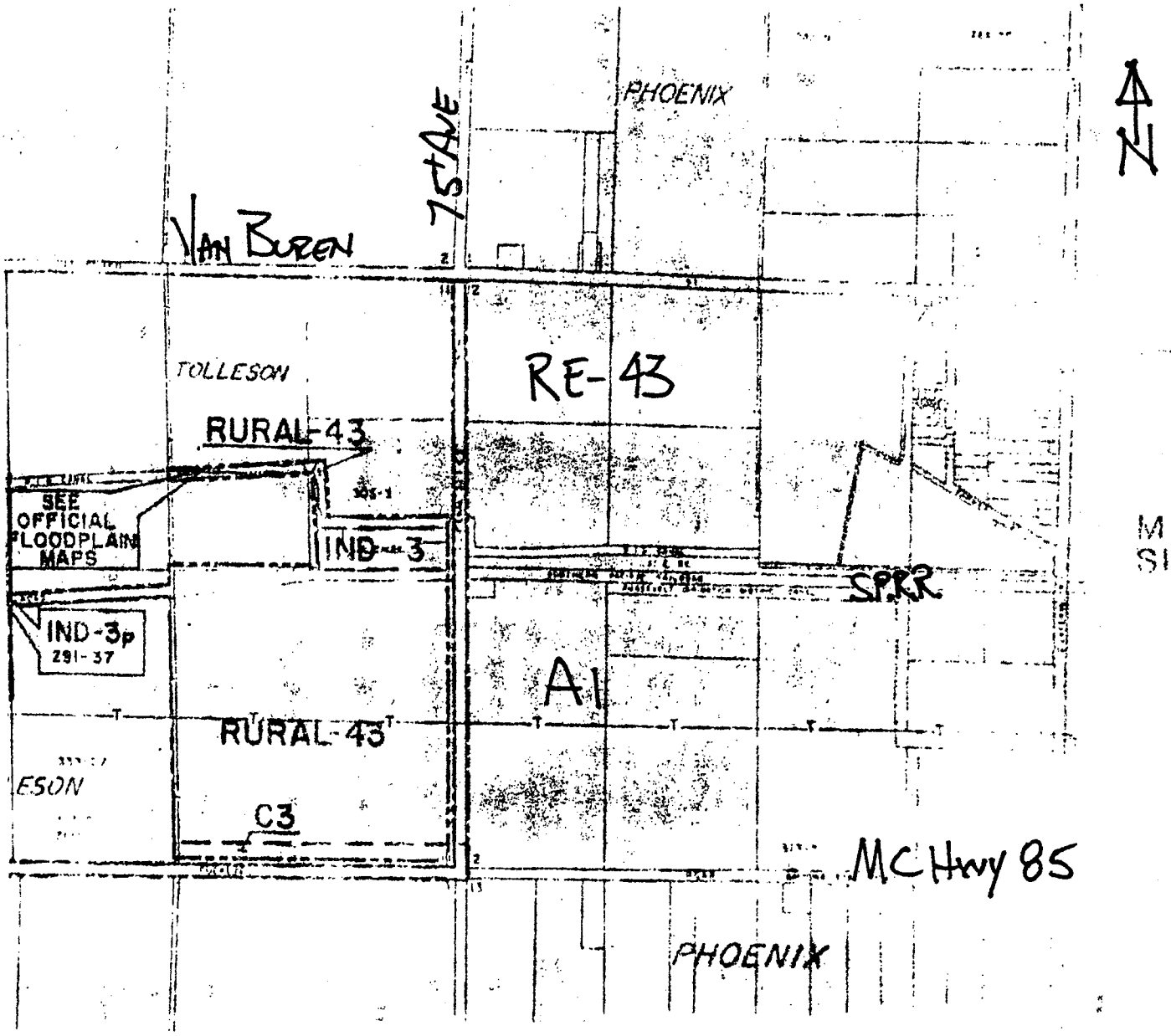
Prepared By:
CAD/GIS Mapping–EAS Dept.

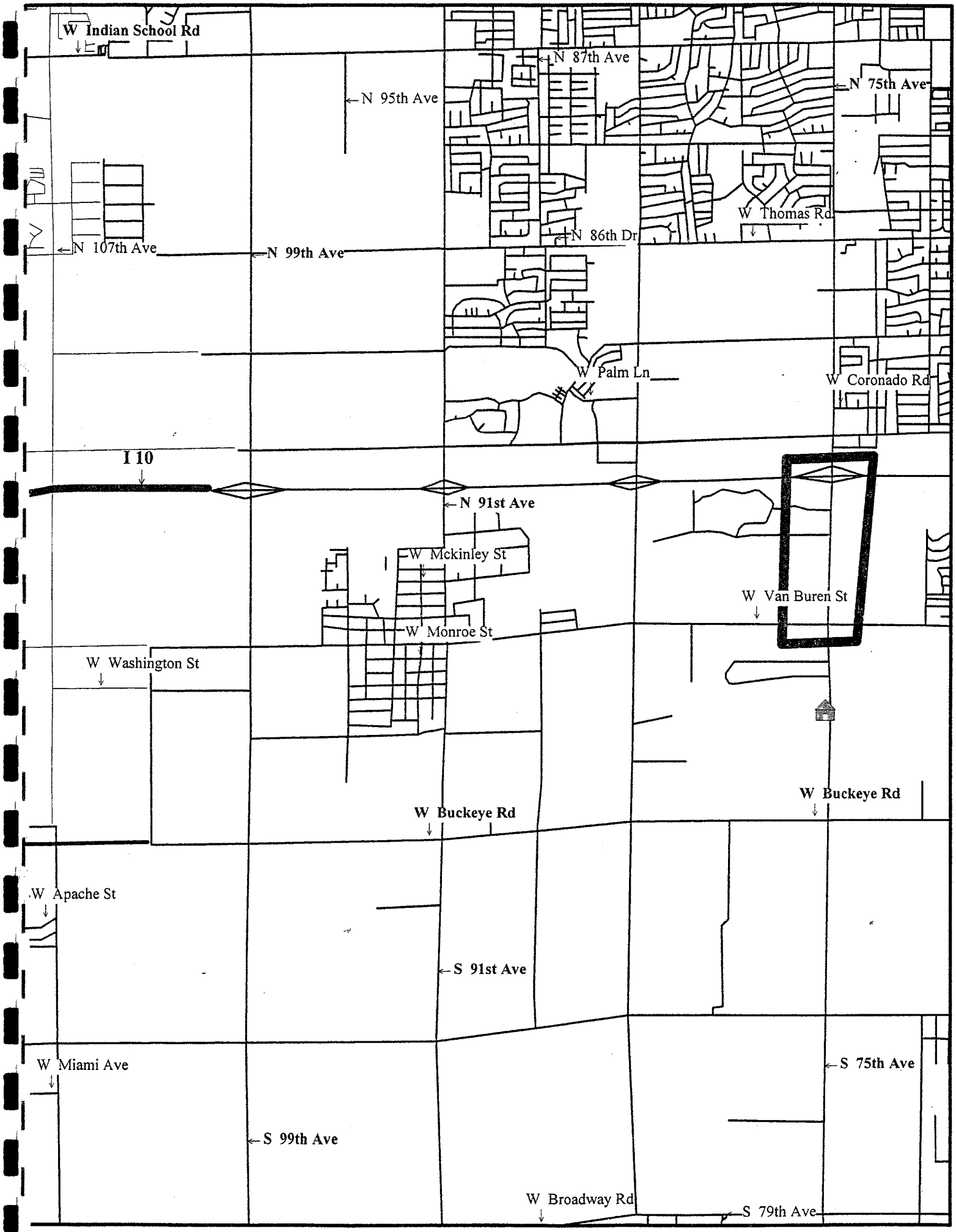


City of Phoenix
City Limits

ORD NO	LAST EFF ANNEX DATE	REV BY	ORD NO	LAST EFF ANNEX DATE	REV BY
G-3532	7-4-92	JWM			
G-3918	6-6-96	JWM			

PG NO
19


PHOENIX
75TH AVE
VAN BUREN
TOLLESON
RE-43
RURAL-43
SEE OFFICIAL FLOODPLAIN MAPS
IND-3
SPRR
IND-3p
291-37
A1
RURAL-43
C3
MC Hwy 85
PHOENIX
N



Experian Street Map

TRW•REDI
1-800-345-7334

SCALE IN 1/10 OF AN INCH

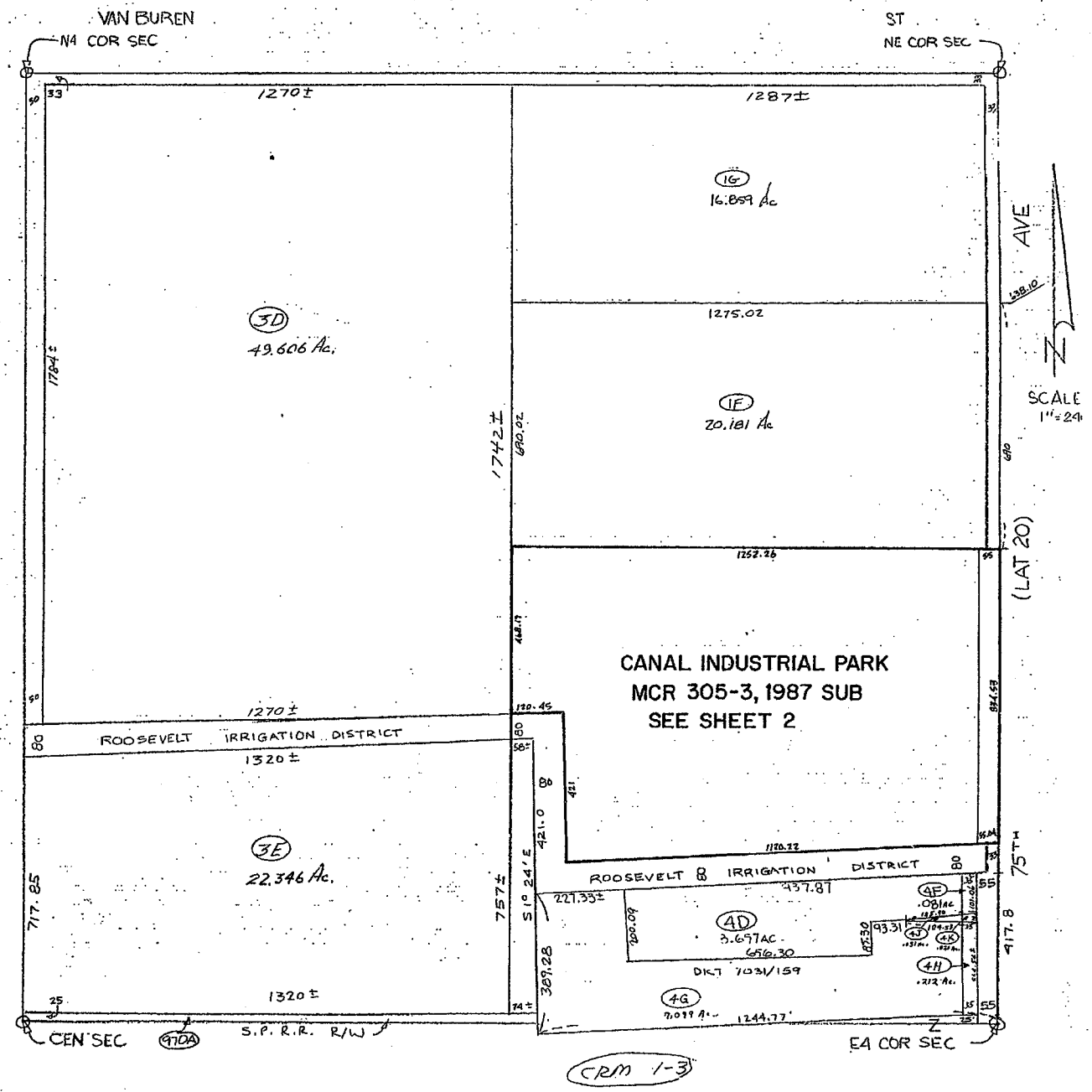
NE4 SEC. 11-T1N R1E

BOOK 104
MAP 11
Sheet 1 of 2

MARICOPA COUNTY ASSESSOR'S OFFICE
SCALE 1" = 440'

REVISIONS:

Date	Was	It	Docket	Book	Check
4-4-76	4	4A,4B	ANNEX	2072	2081
4-4-76	3	2A,3B	ANNEX	2072	2081
4-4-76	2	2A,B,C	ANNEX	2072	2081
4-4-76	1	1A,1B,1C	ANNEX	2072	2081
1-4-77	1B,C	1D	CORRECT REQUEST	2070	2081
1-4-77	1B,C	2D	CORRECT REQUEST	2070	2081
5/78	3A,B	3C	TOLLESON	2070	2072
5/78	2A,D	2E	#157	2070	2072
5/78	1A,D	1E	#157	2070	2072
12-3-80	3C	3D,E,F	13268-232	2466	2072
1-18-83	4A	4C,D	16440-302	CAN 2367	2072
"	4B	4E,F	"	"	2072
11-5-83	4C,E	4G,H,J,K	83-86500	N.D. 2072	—
1/14/87	2E	87 SUB	INCR. 305-3	RHP 2648	—
3/9/87	3E	CANCEL FOR RD	87-008318	RHP 2648	N.D. 2072
10/1/91	1E	1F,G	91-063894	LDC 2768	N.D. 2072



TRW•REDI
1-800-345-7334

SCALE IN 1/10 OF AN INCH

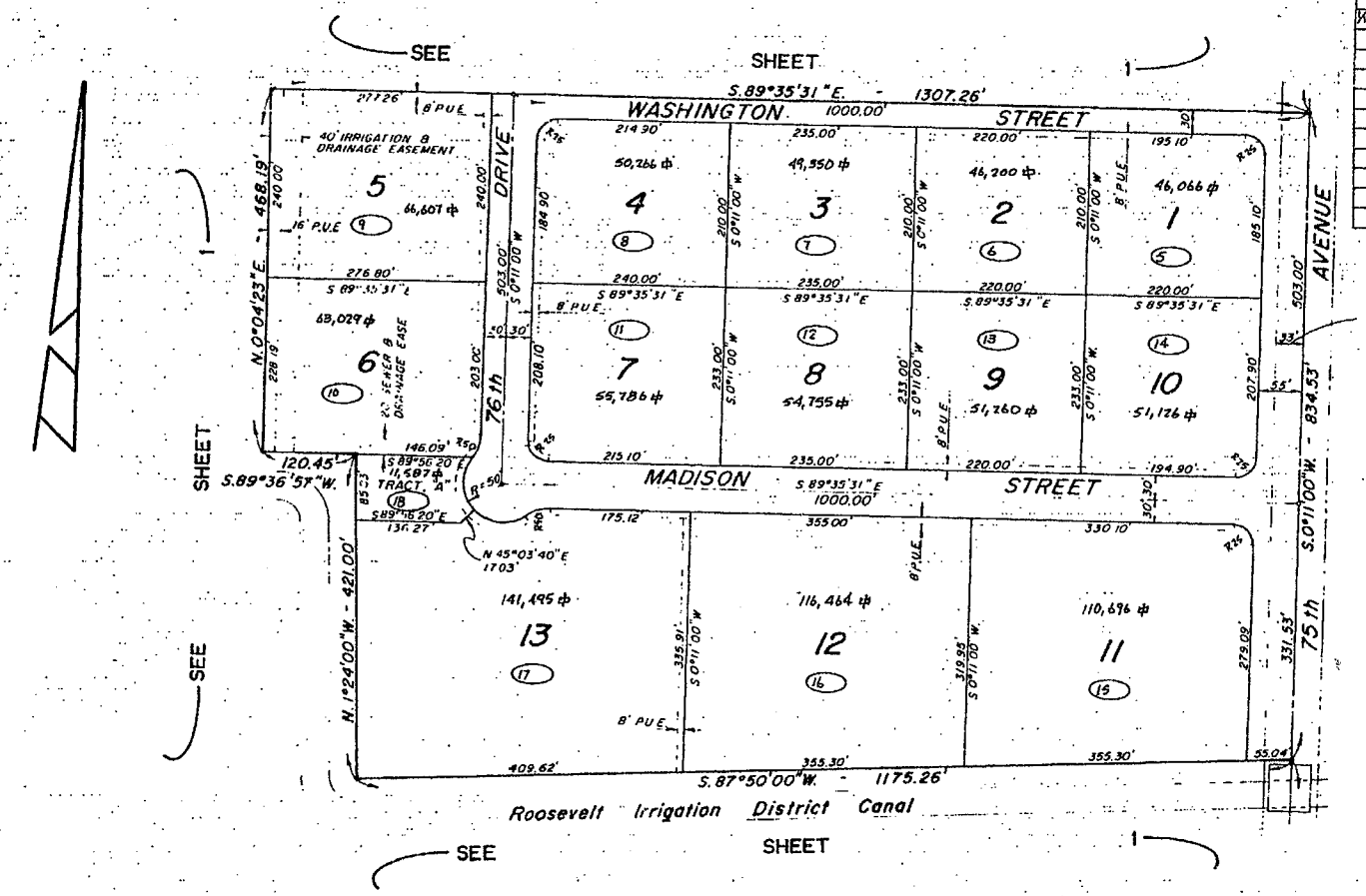
PT. SE4 NE4 SEC. 11-T1N R1E

CANAL INDUSTRIAL PARK: LOTS 1-13, TR. A (MCR 305-3, 1987 SUB)

BOOK 104
MAP 11
SHEET 2

MARICOPA COUNTY ASSESSORS OFFICE
SCALE 1" = 120'
REVISIONS:

Date	Was	To	Docket	Draft	Check
1/6/87	2E	87SUB	305-3	RMP 264B	—

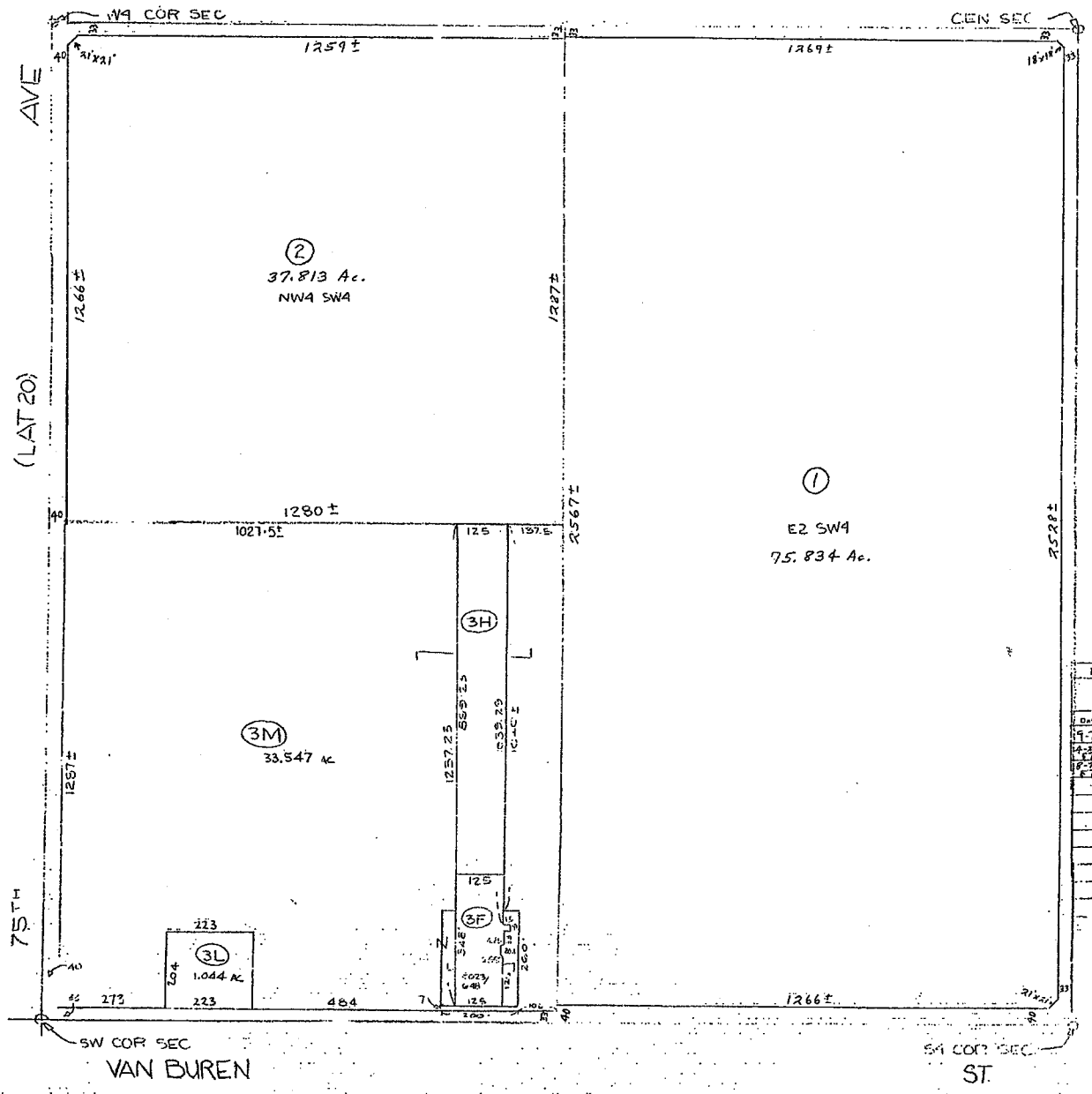


TRW•REDI
1-800-345-7334

SCALE IN 1/10 OF AN INCH

SW¼ SEC 1 T1N R1E

BOOK 102
MAP 42



SCALE
1" = 240'

MARICOPA COUNTY ASSESSORS OFFICE

REVISIONS

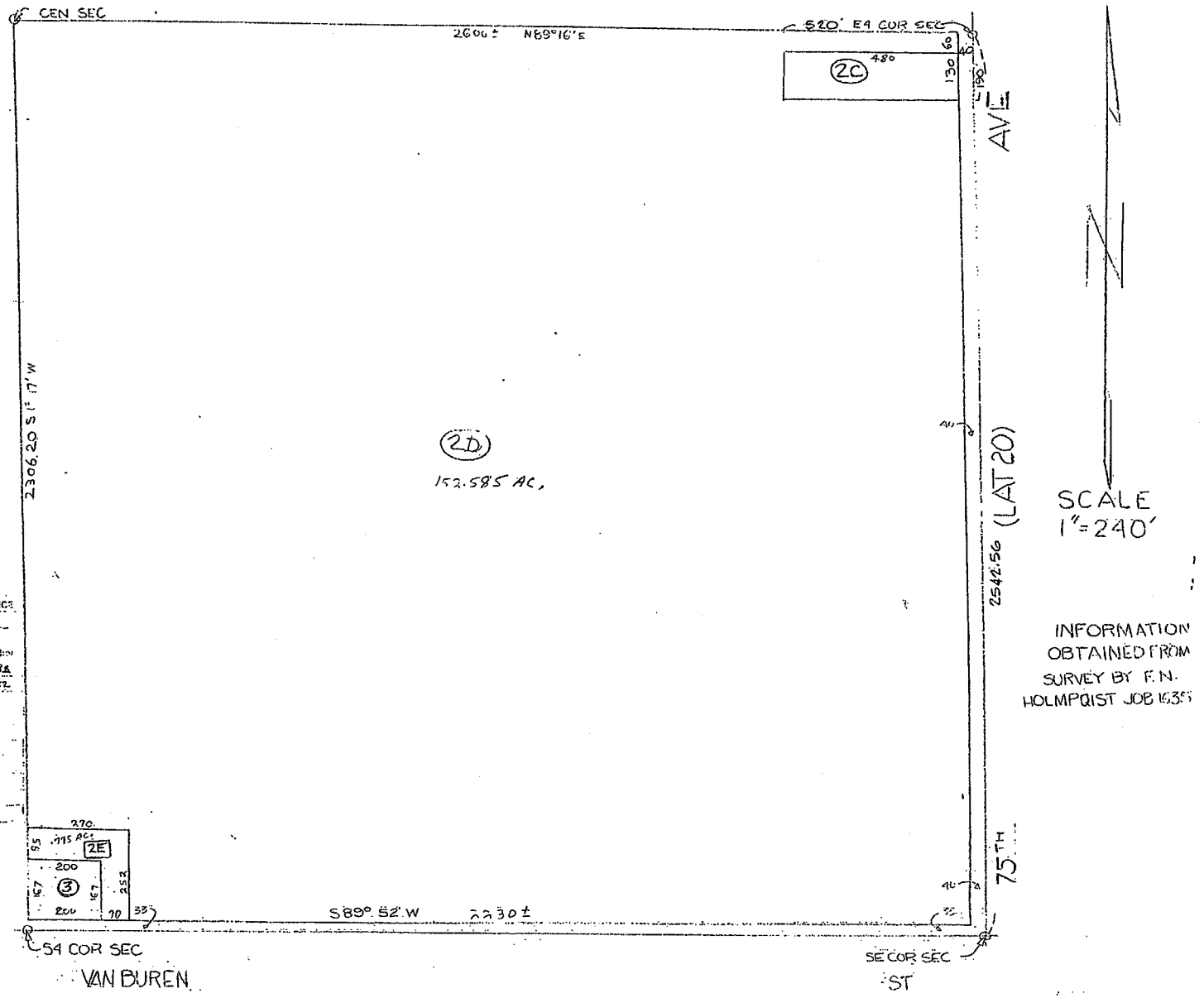
Date	Way				
9-77	3K	L.M.	12307-1269	CAP 2082	20-77
4-29 ET	1	ROAD CLOSURE	87-159427	N.D. 2072	—
8-27 ET	2	ROAD CLOSURE	87-369081	N.D. 2072	—

TRW•REDI
1-800-345-7334

SCALE IN 1/10 OF AN INCH

SE¼ SEC. 2 T1N R1E

BOOK 102
MAP 43



MARICOPA COUNTY ASSESSOR'S OFFICE
SCALE 1" = 240'

Date	Mas			Checker
4-2-95	2B	D,E	M.P. 2022.	P2088
11-76	2E	2E	CREATIVE	P2062

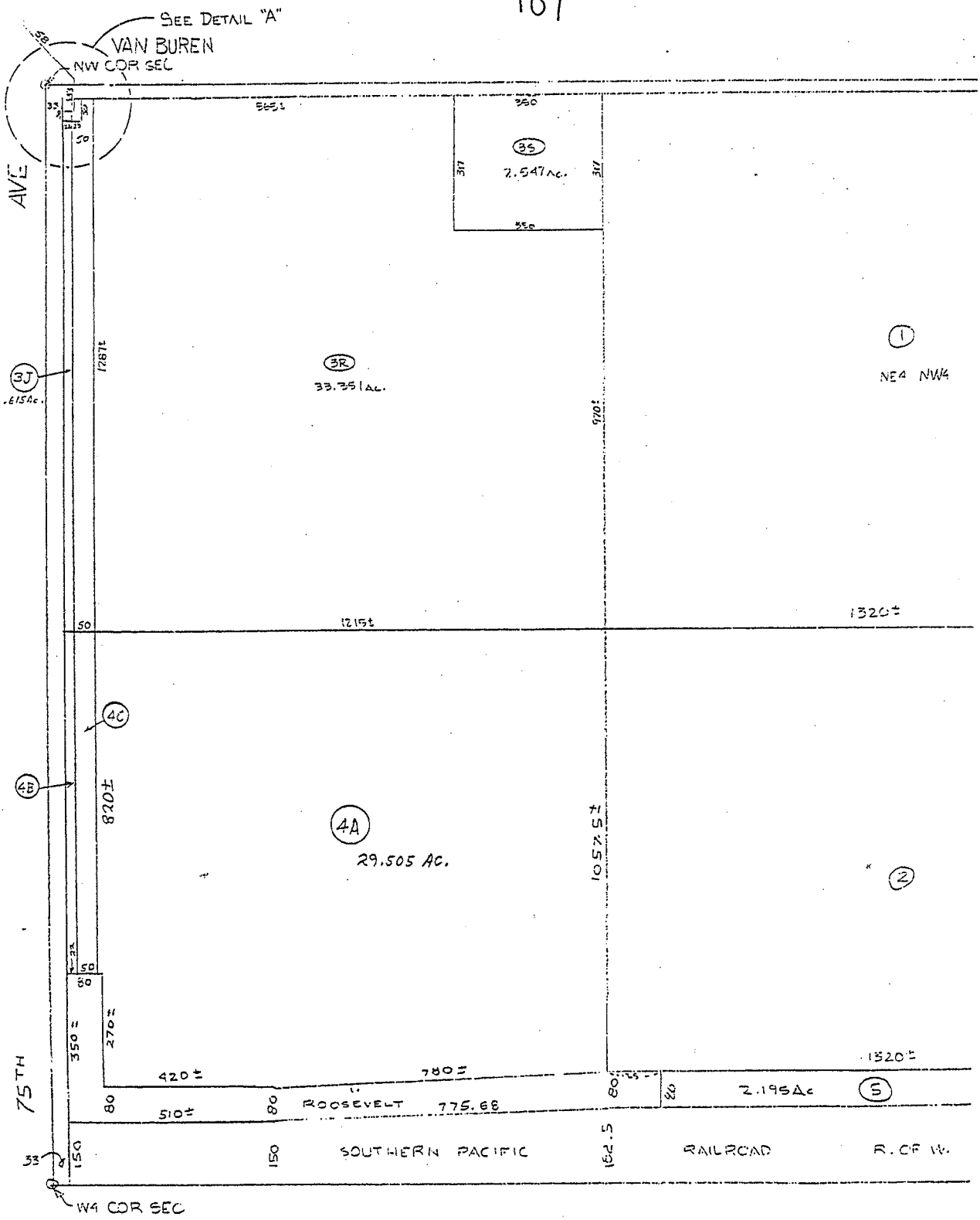
INFORMATION OBTAINED FROM SURVEY BY F.N. HOLMQUIST JOB 1635

TRW•REDI
1-800-345-7334

SCALE IN 1/10

NW¼ SEC. 12. T1N R1E

P07



COUNTY ASSESSORS OFFICE			
SCALE 1" = 240'			
4A; B; C	ANNEX. ORD. G 1587	TWP 2072	2070
4A; B; C	ANNEX. ORD. G 1587	TWP 2072	2070
5	13312/1084	DES 2077	N.D. 2072
ACCESS CODE	—	2072	—
3D, E	84-143186	LWC 2765	N.D. 2072
3F, G	84-143186	LWC 2765	N.D. 2072
3H; 3J	84-548714	N.D. 2072	—
3K; 3L	84-548214	N.D. 2072	—
3M, N	85-506062	TWP 2648	N.D. 2072
3P, Q	85-506062	TWP 2648	N.D. 2072
3R, S	87-741300	TWP 2648	N.D. 2072

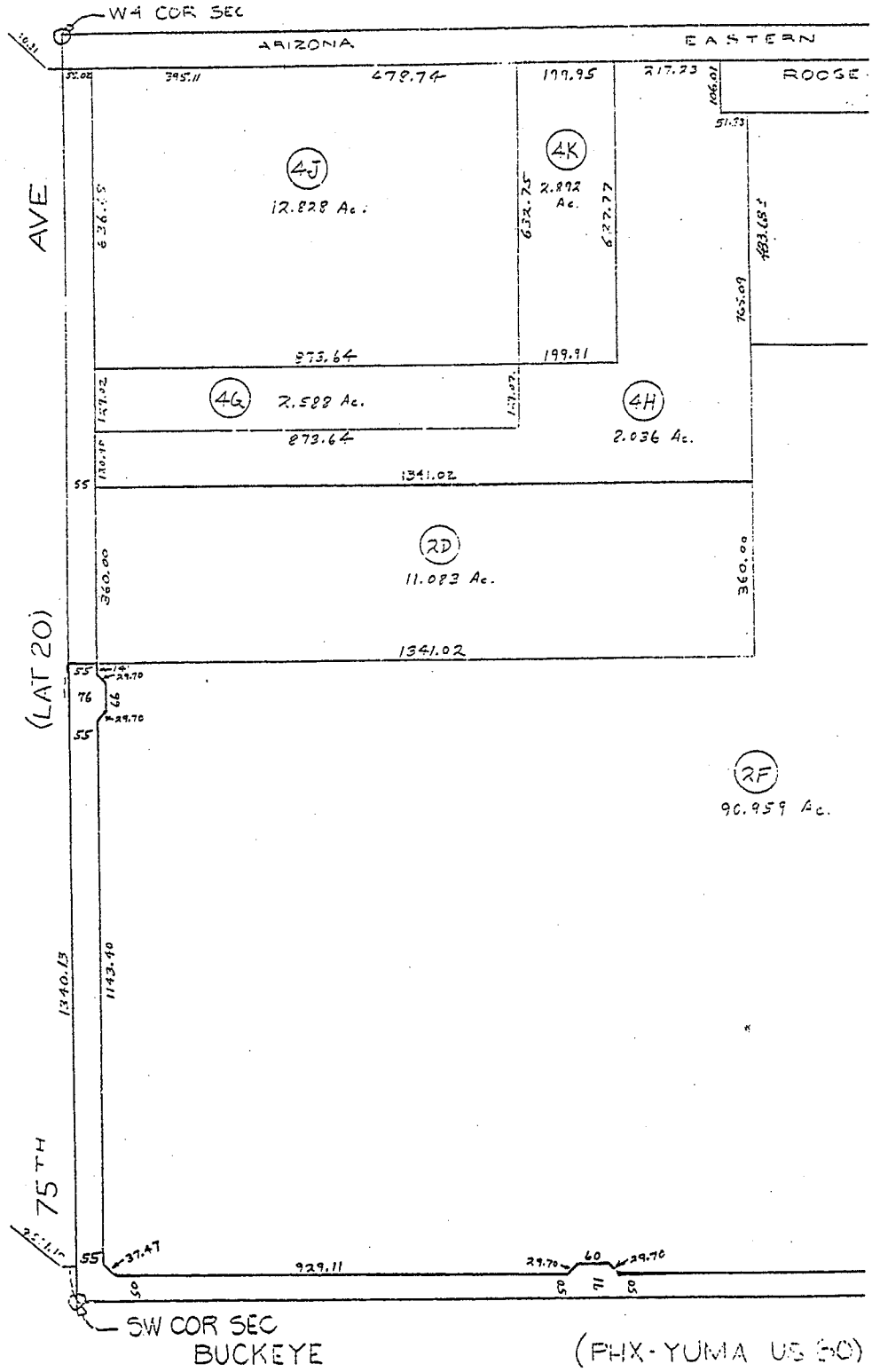
C2171 1-3

TRW-REDI
1-800-345-7334

SW¼ . SEC 12 T

Pot

MARICOPA COUNTY ASSESSORS OFFICE					
SCALE 1"=					
REVISIONS:					
Date	Work	In	Docket		CAD
11-76	2	Road	11565-400	2071	2082
1-21-76	2	2A; 2B	Pinner G15887	N.D. 2072	2070
1-21-76	4	4A; B; C	Pinner 61597	N.D. 2072	2070
5-15-84	4B	Cancel Pot. 80	84-147074	N.D. 2072	—
2-11-85	1A, 2B, 3A, 4C	1A, 2, 3A, 4D	84-234650	Sec 2765	N.D. 2072
6-5-85	2C	Rind 51.617	85-190155	N.D. 2072	—
9-12-85	4D	4E; 4F	86-543760	N.D. 2072	—
2-7-86	1A; 2C	2D; 2E	85-537663	N.D. 2072	—
7-15-87	4E	4G; H	86-765576	N.D. 2072	—
7-15-87	4F	4J; K	86-728217	N.D. 2072	—
1-11-88	2E; 3A	2F; 3B Cancel 85 501	MCR 2172-21	N.D. 2072	—

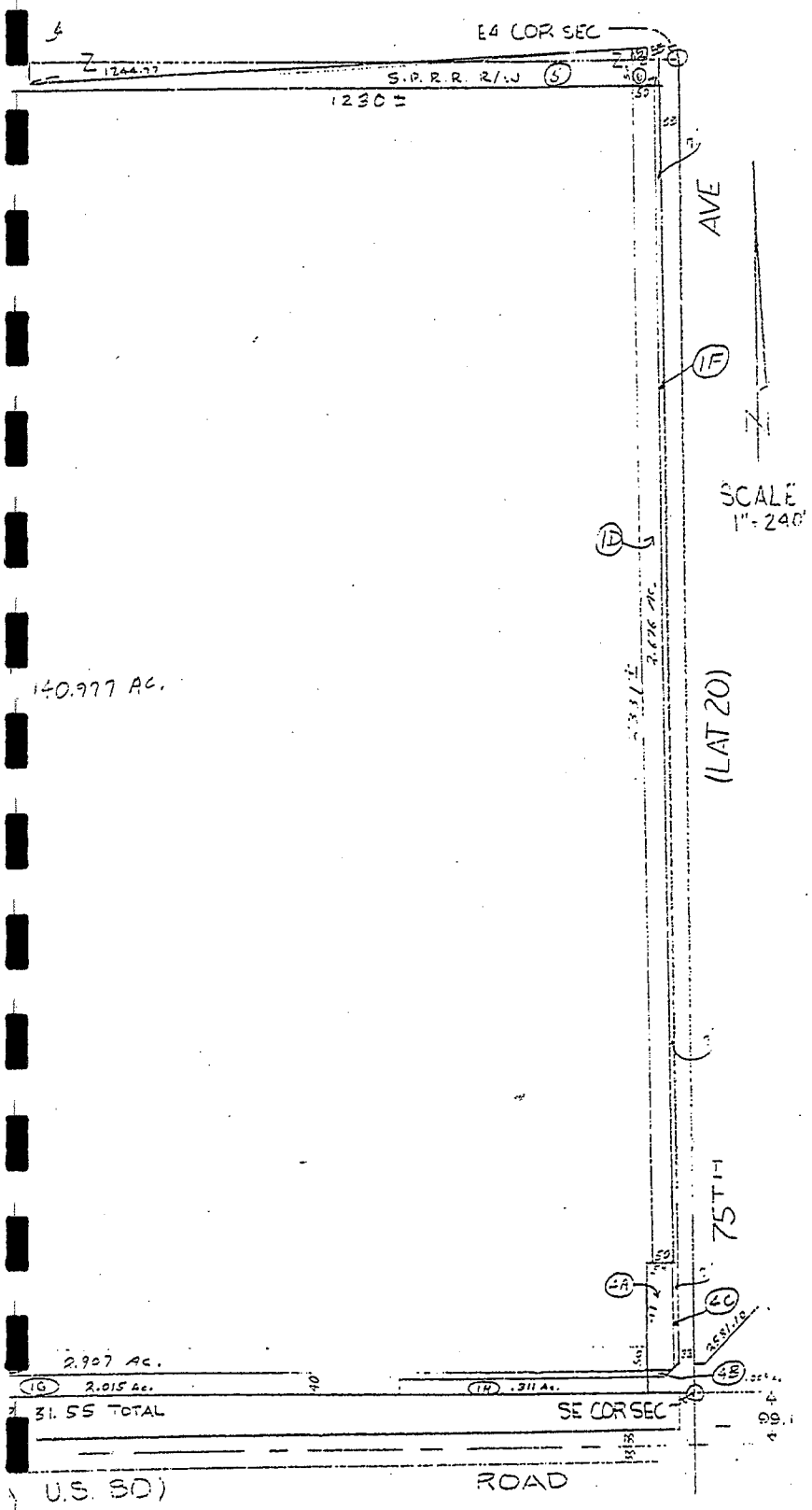


SCALE IN 1/10 OF AN INCH

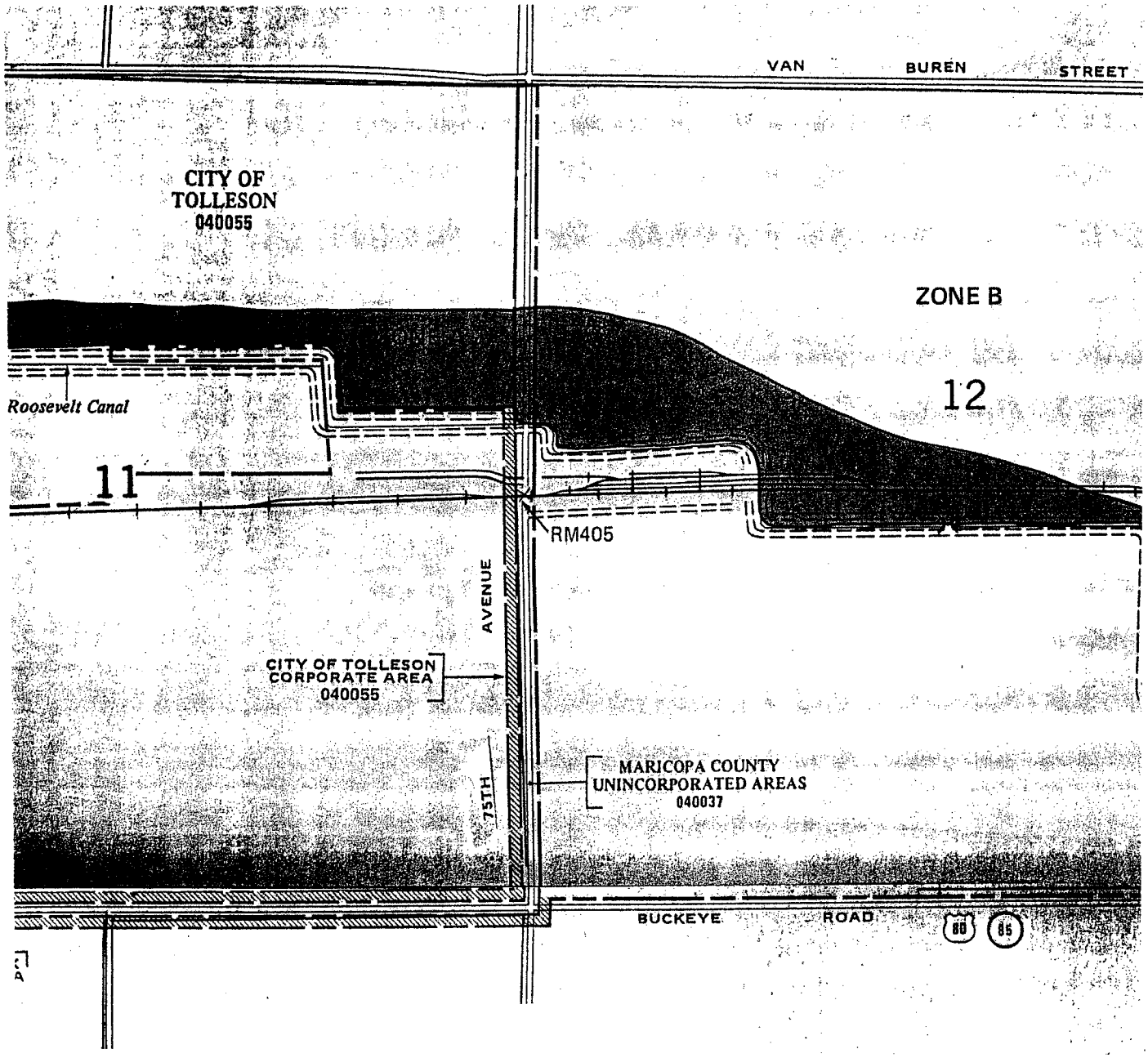
P07

SEC 11 T1N R1E

BOOK 104
MAP 14



Appendix D
FEMA Map
USGS Map



LEGEND

SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

ZONE A	No base flood elevations determined.
ZONE AE	Base flood elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE A99	To be protected from 100-year flood by Federal flood protection system under construction; no base elevations determined.
ZONE V	Coastal flood with velocity hazard (wave action); no base flood elevations determined.
ZONE VE	Coastal flood with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

ZONE X

OTHER FLOOD AREAS

ZONE X	Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

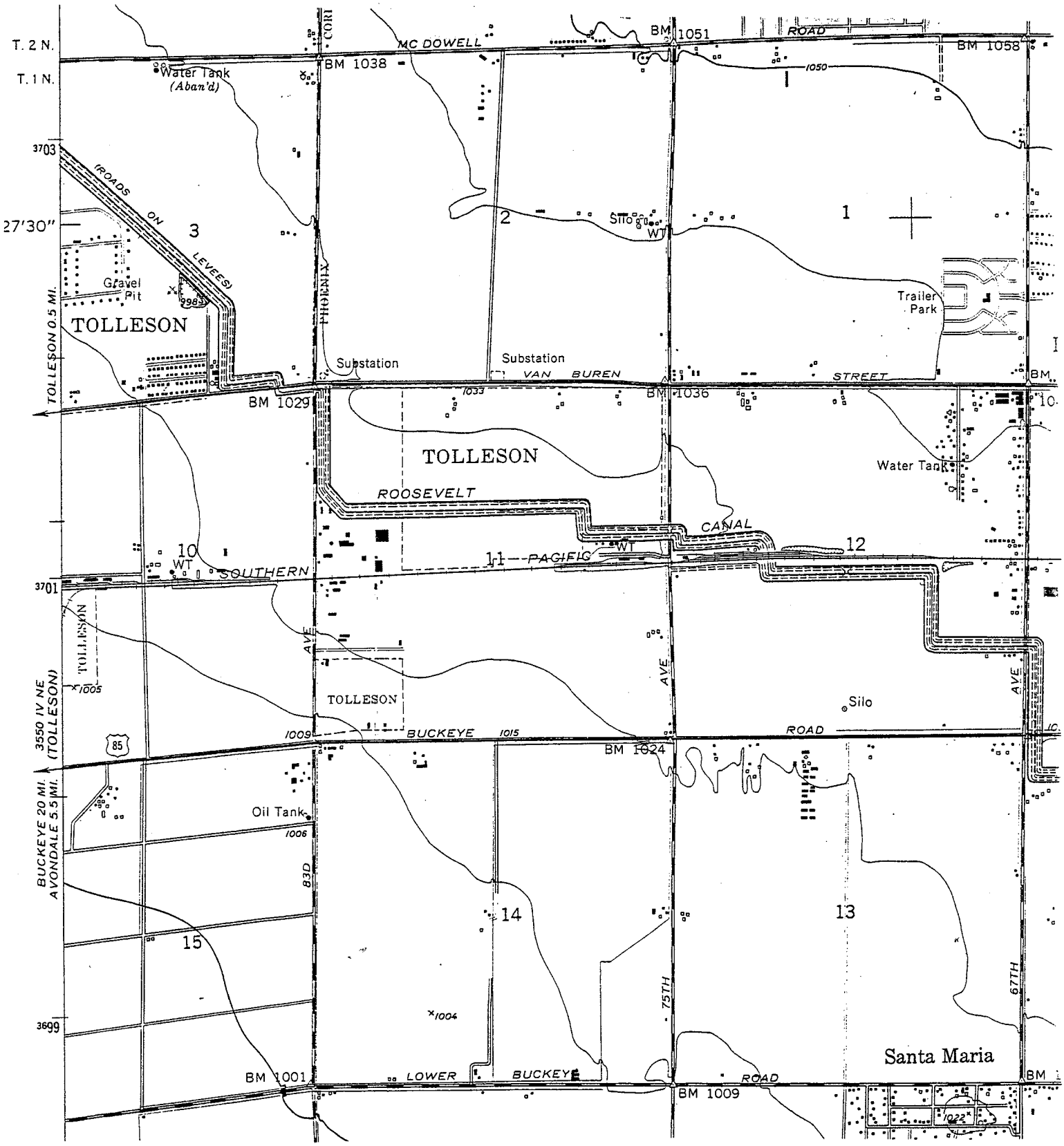
OTHER AREAS

ZONE X	Areas determined to be outside 500-year flood plain.
ZONE D	Areas in which flood hazards are undetermined.

Flood Boundary

Floodway Boundary

Zone D Boundary


T. 2 N.
T. 1 N.
MC DOWELL
ROAD
BM 1051
BM 1058
BM 1038
Water Tank
(Aban'd)
1050
3703
27'30"
(ROADS ON LEVEES)
3
2
1
Silo
WT
Gravel Pit
TOLLESON
TOLLESON 0.5 MI.
PHOENIX
Trailer Park
Substation
Substation
VAN BUREN
STREET
BM 1029
1033
BM 1036
TOLLESON
Water Tank
ROOSEVELT
CANAL
10
WT
11
PACIFIC
12
SOUTHERN
3701
TOLLESON
AVE
AVE
AVE
1005
TOLLESON
Silo
3550 IV NE (TOLLESON)
1009
BUCKEYE
1015
ROAD
BM 1024
85
BUCKEYE 20 MI.
AVONDALE 5.5 MI.
Oil Tank
1006
83D
14
13
15
75TH
67TH
1004
3699
Santa Maria
BM 1001
LOWER
BUCKEYE
ROAD
BM 1009
1022

Appendix E
City of Phoenix Programmed Projects

TABLE V

PROGRAMMED PROJECTS
2000-01
ARTERIAL STREETS

	COUNCIL DISTRICT	MILES	COST
A. DESIGN			
19TH AVENUE, Deer Valley Rd. to Pinnacle Peak Rd.	1	1.00	$220,000
32ND STREET, Union Hills Dr. to Pima Fwy.	1	1.25	220,000
35TH AVENUE, Southern Ave. to Broadway Rd.	7	1.00	150,000
75TH AVENUE, Van Buren St. to Papago Fwy.	5	0.75	250,000
VAN BUREN STREET, 44th St. to Galvin Pky.	6,8	1.80	210,000
BRIDGE INSPECTION, On Federal Aid System	-	0.00	125,000
BRIDGE REHABILITATION, Various Locations	-	0.00	50,000
RAILROAD CROSSING IMPROVEMENTS, Various Locations	-	0.00	5,000
UNDETERMINED PLANS	-	0.00	221,429
DESIGN TOTAL		5.80	$1,451,429
B. RIGHT-OF-WAY			
35TH AVENUE, Broadway Rd. to Lower Buckeye Rd.	7	1.00	$400,000
35TH AVENUE, Bridge Widening at Salt River	7	0.00	50,000
BASELINE ROAD, 16th St. to 24th St.	8	1.00	1,100,000
DEER VALLEY ROAD, Black Canyon Fwy. to 19th Ave.	1	0.75	450,000
DEER VALLEY ROAD, 19th Ave. to 7th Ave.	1	1.00	100,000
DEER VALLEY ROAD, 7th Ave. to 7th St.	1	1.00	50,000
PINNACLE PEAK ROAD, 35th Ave. to Black Canyon Fwy.	1	1.10	500,000
SOUTHERN AVENUE, 19th Ave. to 7th Ave.	7	1.00	150,000
UNDETERMINED RIGHT-OF-WAY	-	0.00	300,000
RIGHT-OF-WAY TOTAL		6.85	$3,100,000
C. CONSTRUCTION			
7TH AVENUE, Baseline Rd. to Southern Ave.	7,8	1.00	$1,500,000
CHANDLER BOULEVARD, 44th St. to Maricopa Fwy.	6	1.00	2,600,000
DEER VALLEY ROAD (INTERIM), 7th St. to Cave Creek Rd.	2	2.00	2,000,000
MCDOWELL ROAD, 75th Ave. to 67th Ave.	5	1.00	2,600,000
THOMAS ROAD, 91st Ave. to 83rd Ave.	5	1.00	500,000
UNION HILLS DRIVE, 40th St. to Tatum Blvd.	2	1.00	1,900,000
BRIDGE REHABILITATION, Various Locations	-	0.00	150,000
IGA COMMITMENTS	-	0.00	100,000
LANE RESTRICTION REMOVALS, Various Locations	-	0.00	220,000
RAILROAD CROSSING IMPROVEMENTS, Various Locations	-	0.00	50,000
RETROFIT PROGRAM	-	0.00	1,500,000
STREET LIGHTING ON ARTERIAL STREETS	-	0.00	650,000
UTILITY RELOCATION	-	0.00	150,000
CONSTRUCTION TOTAL		7.00	$13,920,000
DESIGN			$1,451,429
RIGHT-OF-WAY			3,100,000
WORK ORDER CHARGES			4,000,000
INFLATION			2,216,571
TOTAL 2000-01 PROGRAM			$24,688,000