



Memo: Anderson Russell – Traffic Impact
Analysis Addendum

Date: 09/11/17
TO: City of Maricopa
FROM: Eric Maceyko, P.E., PTOE
Bryan A. Martin, P.E.

INTRODUCTION

This traffic analysis is being conducted for the proposed Anderson Russell mixed-use development generally located at Anderson Road and south of the Maricopa-Casa Grande Highway in the City of Maricopa. The traffic analysis will be revised to update the previous *Anderson Russell Traffic Impact Analysis*, prepared in August 2014 by Trace Consulting. It also incorporates revisions based comments received from the City of Maricopa on 12 February 2015, 11 August 2015, 2 August 2017, and 29 August 2017. A copy of the comments is included in **Attachment A**.

This revised traffic analysis is being conducted to prepare an addendum to the previously submitted traffic impact analysis to account for the changes in the proposed land use plan and current long range transportation plans.

BACKGROUND

Figure 1 provides a vicinity map of the study location. The proposed site contains agricultural uses. The land in the immediate vicinity contains mostly agricultural and very low density residential uses, and vacant land. There are also some industrial uses and a small airport immediately to the north.

The previously submitted development land use plan contained a mixture of uses including:

- 2,080 single-family dwelling units
- 291,000 square feet of retail uses
- 872,000 square feet of office uses

Pertinent excerpts from the previous report are contained in **Attachment B**.

The current land use plan for the proposed mixed-use development expresses some uses by acreage. For business park and commercial retail uses, a floor area ratio of 0.25 was applied to convert the acreage to square footage. The following land uses are included:

- 1,423 single-family dwelling units
- 473 medium-density dwelling units
- 458 high-density dwelling units
- 312,434 square feet of retail uses
- 1,135,500 square feet of business park uses
- 12.15 acre elementary school (assumed 600 student enrollment)

Figure 2 provides a site plan for the current proposed development land use plan.

The current plan is anticipated to be constructed in three (3) phases. **Figure 3** provides the current phasing plan. For the purposes of this study, Phase 1 is assumed to open by 2020, Phase 2 is assumed to open by 2025, and Phase 3 is assumed to open by 2030.

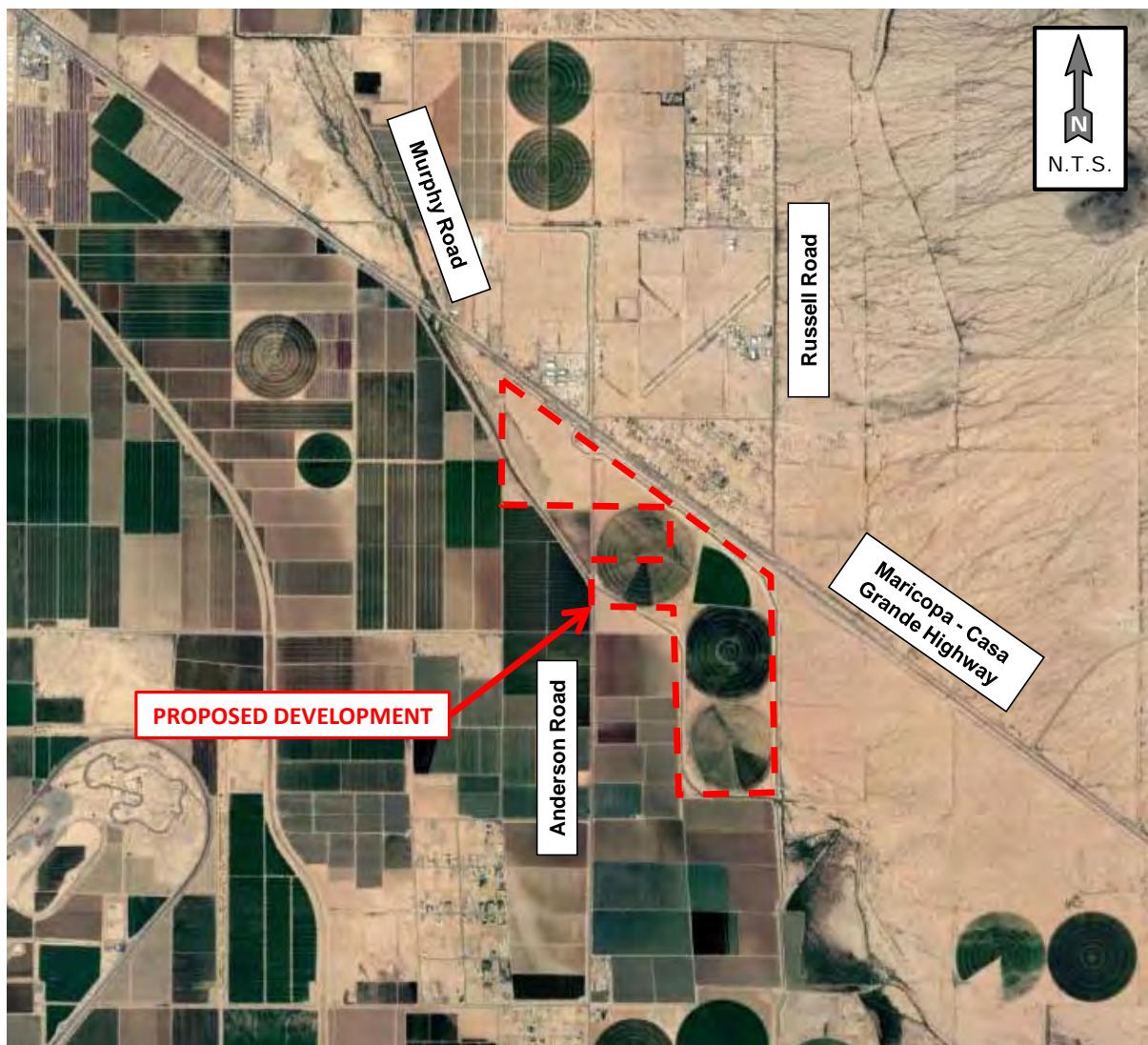


Figure 1: Vicinity Map

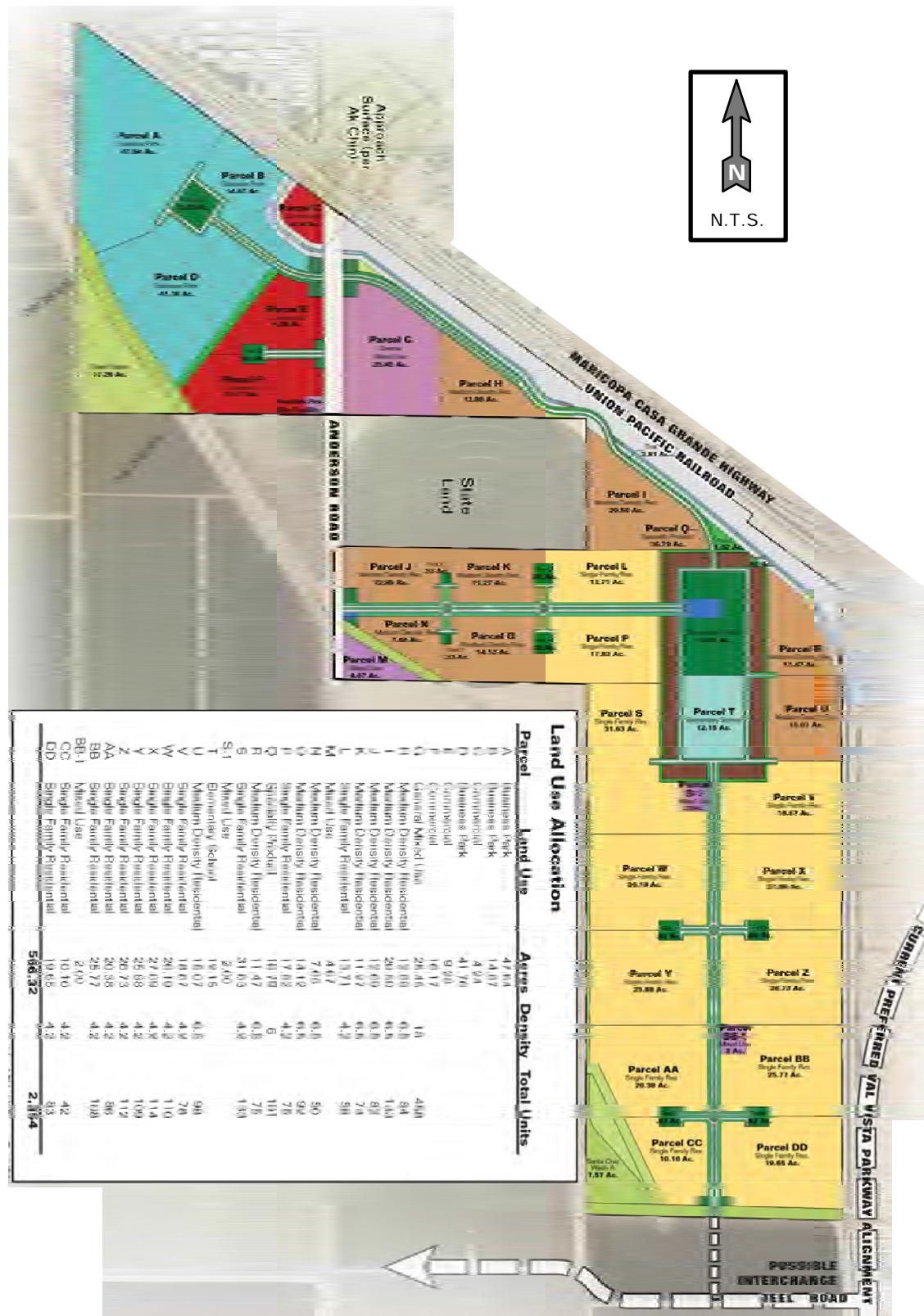


Figure 2: Proposed Development Site Plan

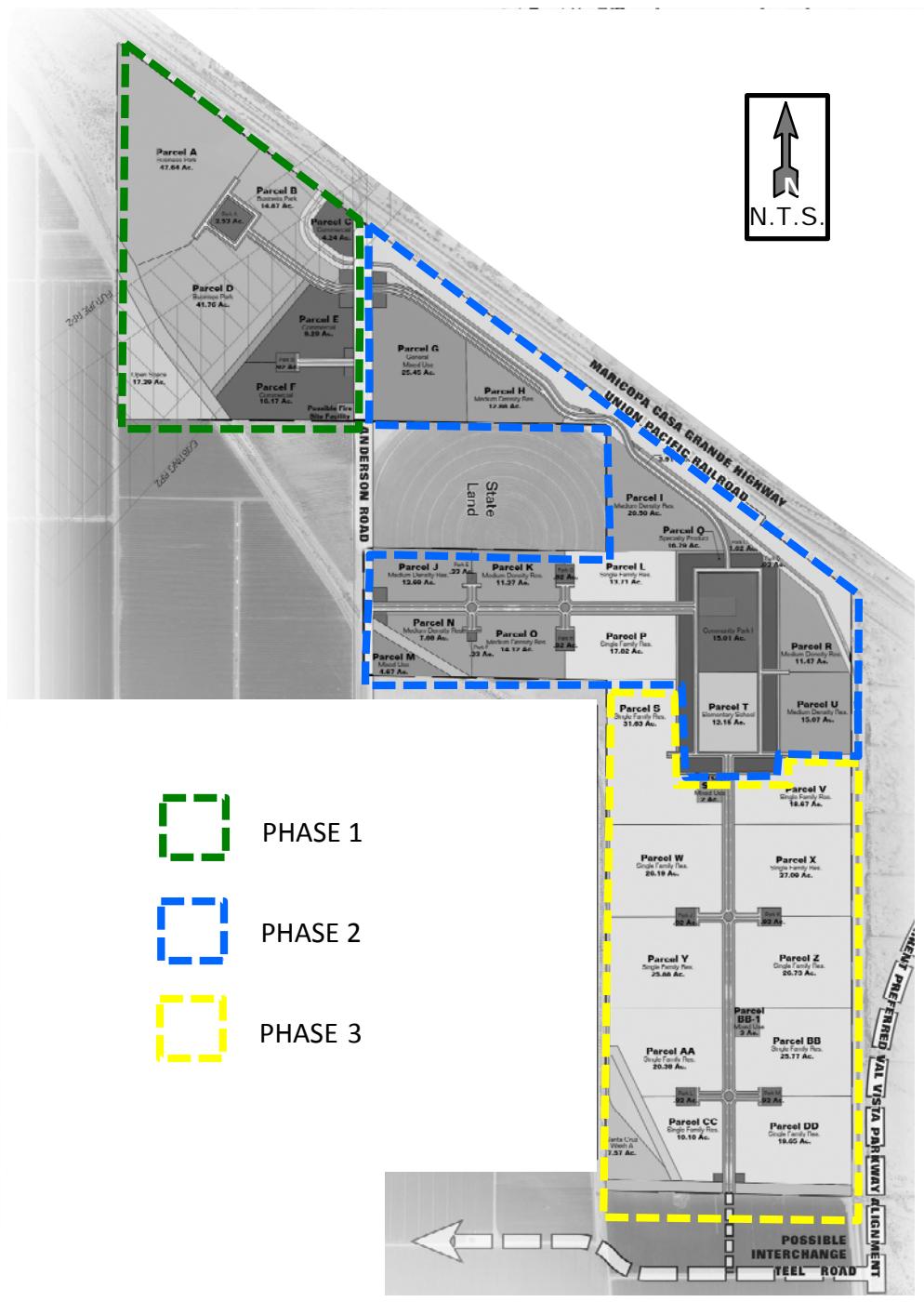


Figure 3: Phasing Plan

Anderson Road is currently a two-lane paved roadway with a posted speed limit of 50 mph. It provides an approximately 7 mile continuous north-south route from Maricopa-Casa Grande Highway to State Route 84. There is also currently an offset alignment north of Maricopa-Casa Grande Highway approximately 110 west of the south alignment. This roadway will provide primary direct access to the Anderson Russell mixed-use development. It is planned to be the sole direct access roadway until additional east-west roadway connections are constructed.

Maricopa-Casa Grande Highway is currently a two-lane paved roadway with a posted speed limit of 50 mph. Maricopa-Casa Grande Highway will be the primary regional access road for the proposed development with access to central Maricopa to the west and Casa Grande to the east.

State Route 84 is currently a two-lane paved roadway with a posted speed limit of 55 mph. This roadway will provide alternate east-west regional access, as no other continuous east-west routes currently intersect Anderson Road.

As shown previously in **Figure 2**, the proposed development will be served by a system of collector roadways that intersect Anderson Road south of Maricopa-Casa Grande Highway. For the purposes of this report, these roadways have been labeled as Access 1, Access 2, and Access 3 to remain consistent with the previous report.

The *City of Maricopa Area Transportation Plan*, prepared in December 2015 by Wilson & Company, contains the most current long range transportation plans for the surrounding region. Future plans indicate that the north Anderson Road alignment will be reconstructed to match the south Anderson Road alignment to create a four-way intersection at Maricopa-Casa Grande Highway. This realignment is anticipated to occur by the year 2020. In addition to planned upgrades to both Anderson Road and Maricopa-Casa Grande Highway, additional east-west through roadways are planned. The final timing and alignment for these roadways have not been defined but are planned to exist near the southern end of the proposed development.

EXISTING & FUTURE TRAFFIC VOLUMES

Historical traffic data is available on Maricopa-Casa Grande Highway just west of Anderson Road (provided by MAG) and on Anderson Road south of Maricopa-Casa Grande Highway (provided by Maricopa). The following data is provided:

Maricopa-Casa Grande Highway

- 5,250 vehicles per day (2011)
- 7,059 vehicles per day (2015)
- 7,080 vehicles per day (2016)

Anderson Road

- 922 vehicles per day (2013)

Additionally, morning and evening peak hour turning movement volumes were collected in 2014 at the Maricopa-Casa Grande Highway and Anderson Road intersection. These volumes were reported in the previous Trace Consulting study. As not much development has occurred on Anderson Road, and almost no growth was observed on Maricopa-Casa Grande Highway for the most recent years, the previous turning movement volumes were assumed still valid. **Figure 5** provides the existing 2017 morning and evening peak hour turning movement volumes.

Evaluation of the historic traffic count data on Maricopa-Casa Grande Highway indicates an average annual growth rate of approximately 6% per year for the available time period. The previous *Anderson Russell Traffic Impact Analysis* utilized a projected growth rate of 3.71% per year. Many future developments and new roadway corridors are planned per the *Area Transportation Plan*. This document also provides estimated future traffic volumes for various years based on the anticipated buildout of the region. Therefore, the traffic volumes from this report were utilized as the most reliable estimate of future traffic volumes. It is unclear if the future traffic volumes already account for some or all of the proposed Anderson Russell mixed-use development. Therefore, to provide a conservative analysis, it was assumed that none of the proposed development traffic volumes were already accounted for.

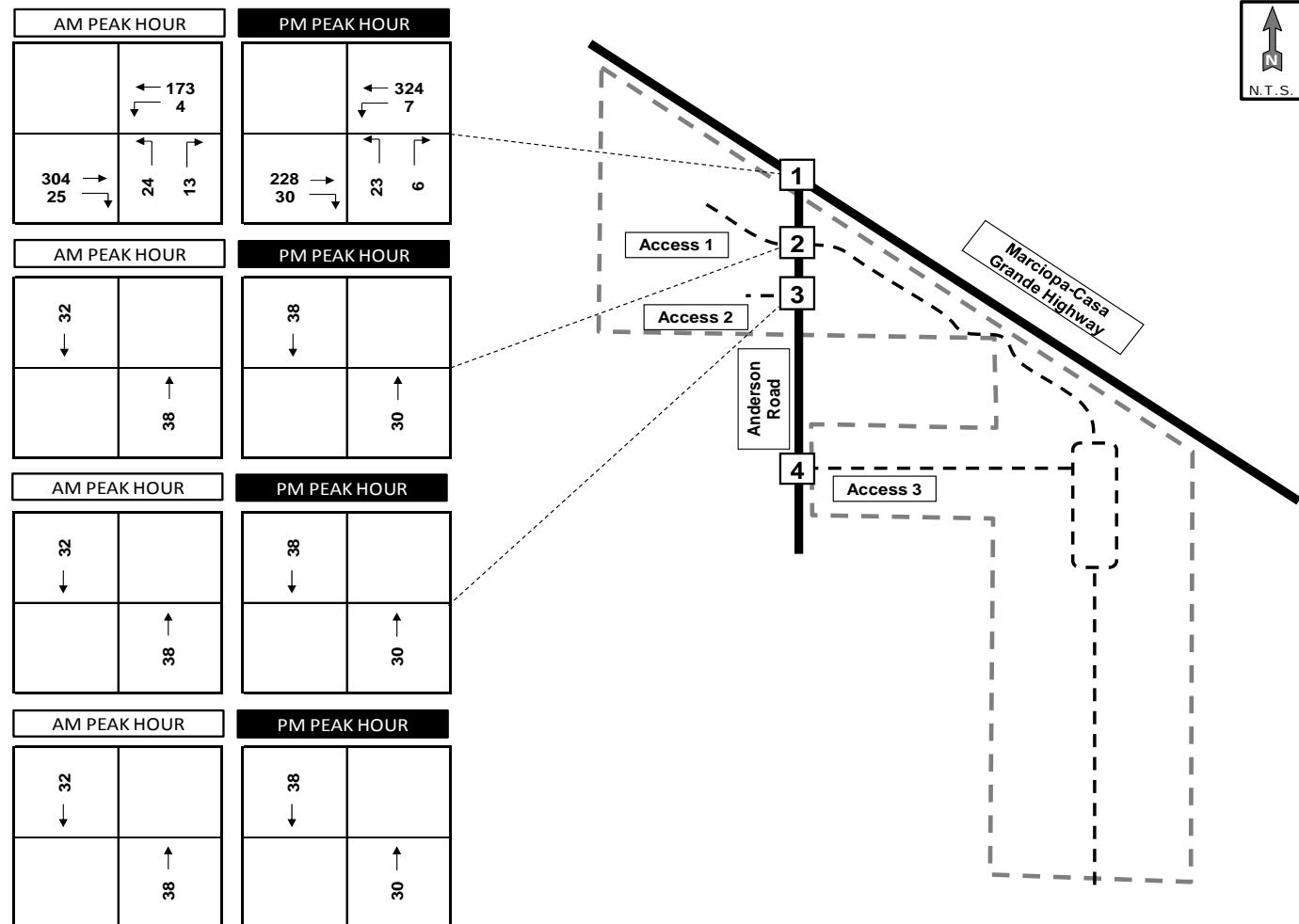


Figure 4: Existing 2017 Traffic Volumes – AM & PM Peak Hours

The *Area Transportation Plan* provides future traffic volumes on area roadways for the years 2020, 2030, and 2040. The volumes for each of these years include an assumed amount of growth in the known adjacent planned developments as of the time of the report. **Table 1** provides the road segments adjacent to the proposed development with their respective existing and future anticipated daily traffic volumes.

Table 1: Study Area Road Segment Existing and Future Daily Traffic

Roadway	From	To	Existing (2015)	2020	2030	2040
Anderson Road	Peters and Nall	MCGH	700	800	1,600	5,500
Anderson Road	MCGH	Miller	1,200	2,100	2,600	6,300
MCGH	Murphy	Anderson	7,400	11,000	17,800	24,800
MCGH	Anderson	Anderson	7,100	10,800	17,800	23,700
MCGH	Anderson	Russell	6,500	9,000	15,500	18,600

Table 2 provides the road segments adjacent to the proposed development with their calculated growth rate.

Table 2: Study Area Road Segment Calculated Growth Rates

Roadway	From	To	2015 to 2020	2020 to 2030	2030 to 2040
Anderson Road	Peters and Nall	MCGH	2.7%	7.2%	13.2%
Anderson Road	MCGH	Miller	11.8%	2.2%	9.2%
MCGH	Murphy	Anderson	8.3%	4.9%	3.4%
MCGH	Anderson	Anderson	8.8%	5.1%	2.9%
MCGH	Anderson	Russell	6.7%	5.6%	1.8%

The above growth rates were applied linearly to the respective existing traffic volumes to obtain estimated future ambient traffic volumes. **Figure 5** through **Figure 7** provides the future anticipated ambient 2020, 2025, and 2030 morning and evening peak hour turning movement volumes, respectively. Year 2025 traffic volumes were estimated by interpolation between the estimated year 2020 and 2030 traffic volumes.

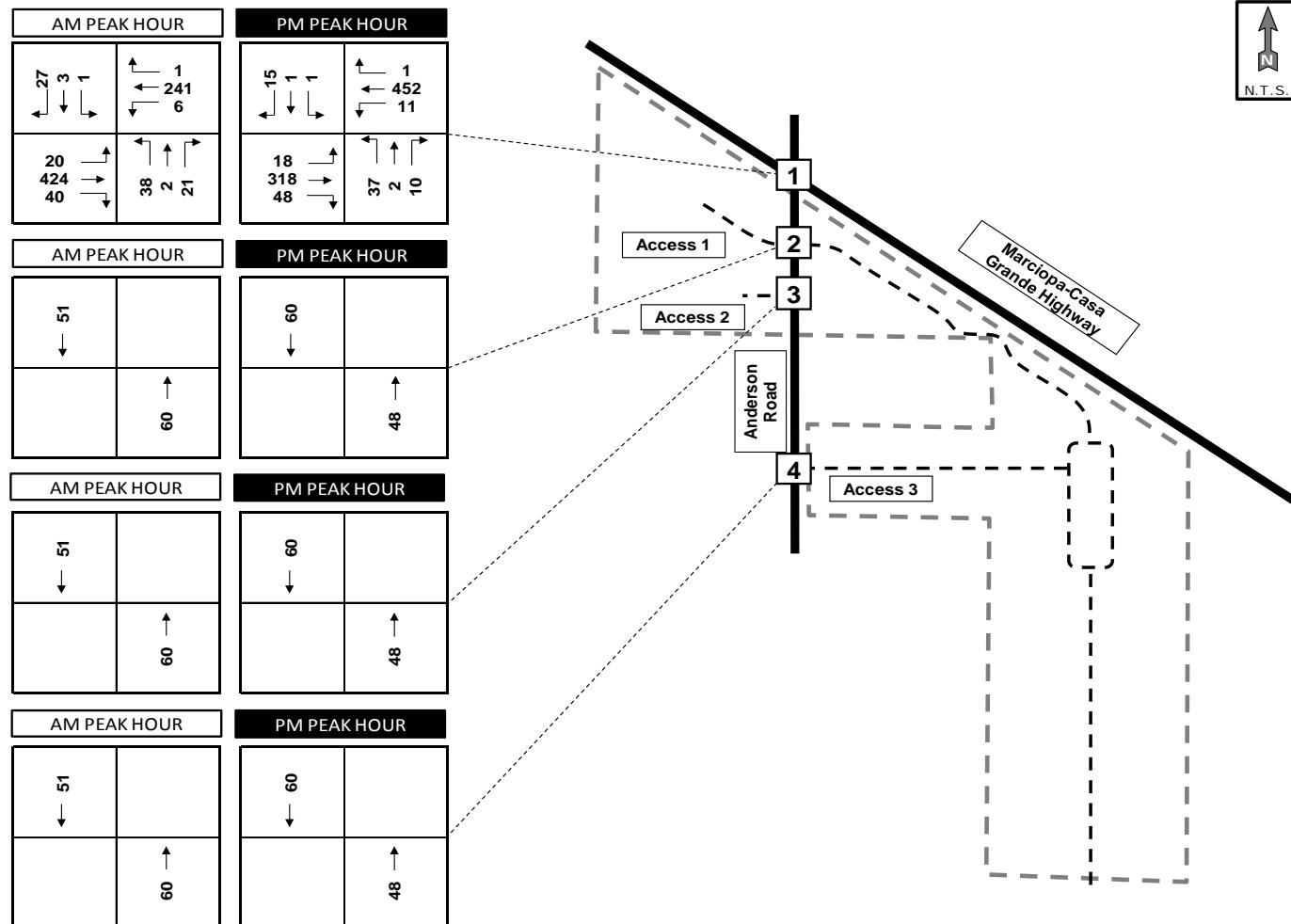


Figure 5: Ambient 2020 Traffic Volumes – AM & PM Peak Hours

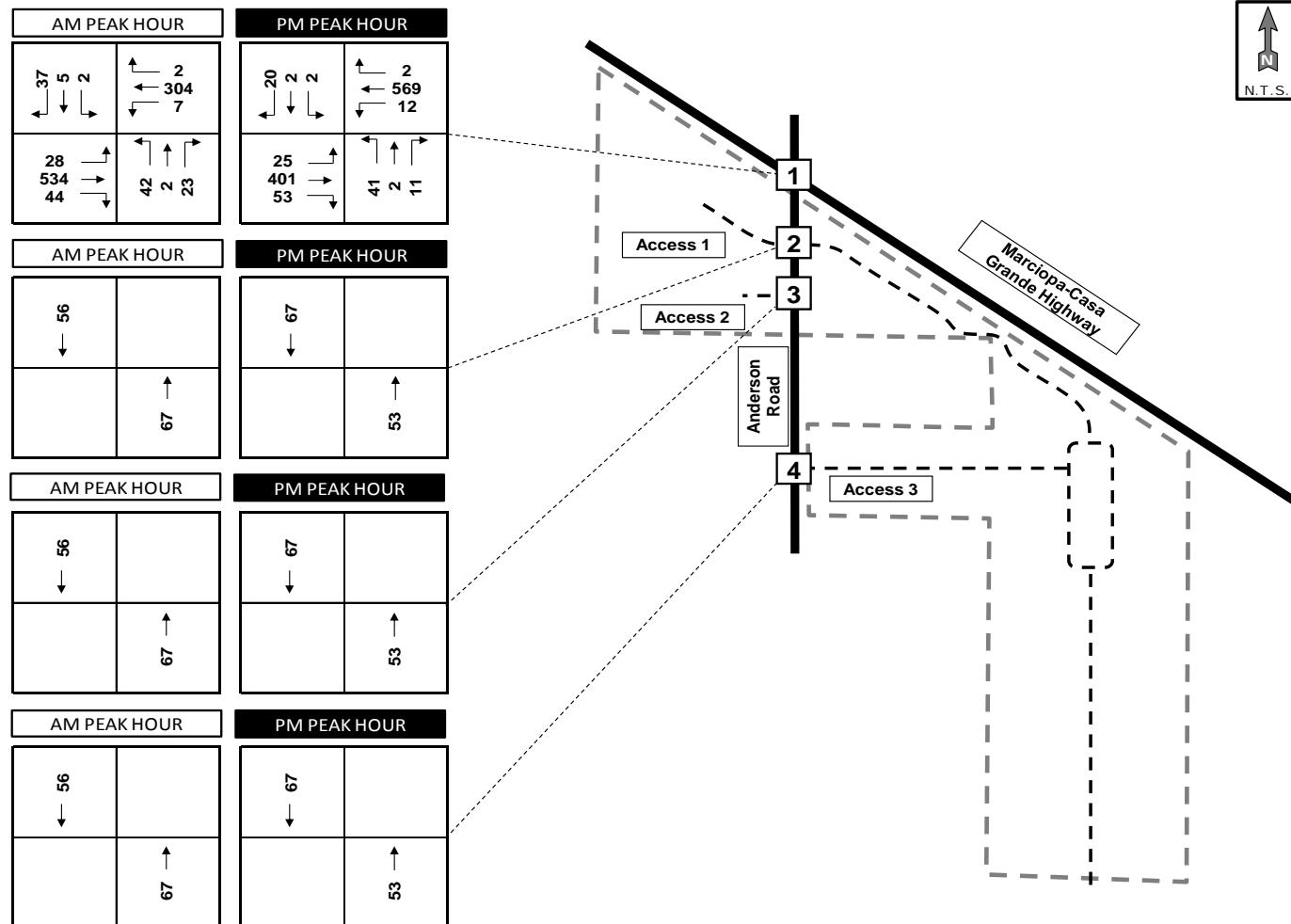


Figure 6: Ambient 2025 Traffic Volumes – AM & PM Peak Hours

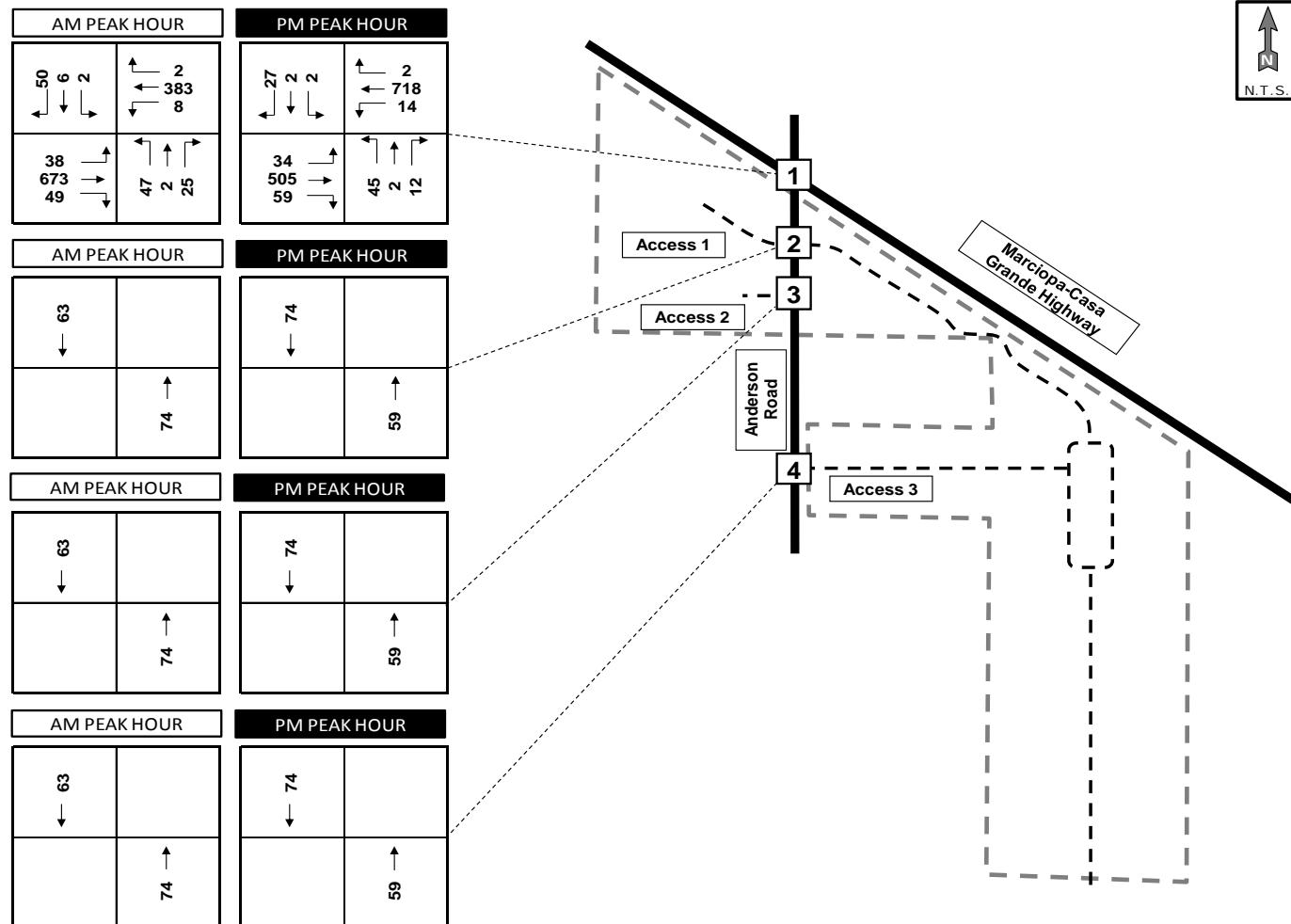


Figure 7: Ambient 2030 Traffic Volumes – AM & PM Peak Hours

TRIP GENERATION

The estimated trip generation for the proposed development was determined through the procedures and data contained within the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition, published in 2012. This document provides traffic volume data from existing developments throughout North America that can be utilized to estimate vehicle trips that might be generated from proposed developments. The traffic data are provided for 172 different categories. The estimated traffic volume is dependent upon independent variables defined by the characteristics and size of each land use category.

ITE Land Use Code 210 – Single-Family Detached Housing, was utilized for the single-family residential parcels. The most easily determined independent variable for a typical single-family residential project is the number of dwelling units. Both equations and average rates are provided in *Trip Generation*. Both methods were calculated separately for each time period. The largest volumes considering both calculation methods were utilized as the estimate for the generated traffic for the single-family residential parcels.

ITE Land Use Code 230 – Residential Condominium/Townhouse, was utilized for the medium-density residential parcels. The most easily determined independent variable for a typical medium-density residential project is the number of dwelling units. Both equations and average rates are provided in *Trip Generation*. Both methods were calculated separately for each time period. The largest volumes considering both calculation methods were utilized as the estimate for the generated traffic for the medium-density residential parcels.

ITE Land Use Code 220 – Apartment, was utilized for the high-density residential parcels. The most easily determined independent variable for a typical multi-family residential project is the number of dwelling units. Both equations and average rates are provided in *Trip Generation*. Both methods were calculated separately for each time period. The largest volumes considering both calculation methods were utilized as the estimate for the generated traffic for the multi-family parcels.

The exact nature and size of the business park and commercial parcels are currently unknown. ITE Land Use Code 770 – Business Park and ITE Land Use Code 820 – Shopping Center, were utilized for this study. The most easily determined independent variable for these types of projects is 1,000 Square Feet Gross Floor Area. Volumes utilizing this independent variable were calculated for each time period. Also both equations and average rates are provided in *Trip Generation*. Both methods were calculated separately for each

time period. The largest volumes considering both calculation methods were utilized as the estimate for the generated traffic for the business park and commercial parcels.

The school is anticipated to be kindergarten through 6th grade. ITE Land Use Code 520 – Elementary School, was utilized for this study. The most reliable and easily determined independent variable available for this land use category to predict trips is the number of students. It was assumed for the purposes of this analysis that a total of 600 students can be accommodated. Volumes utilizing this independent variable were calculated for each time period. It is recognized that the majority of potential trips by students attending the school site will be accomplished by use of the internal roadways alone and will not impact the adjacent arterial road network. Therefore, the anticipated trip generation for the school site was reduced by 85% to account for the internal trips.

Table 3 summarizes the total Phase 1 trip generation for the proposed development during the day and peak hours of traffic for a typical weekday.

Table 4 summarizes the total Phase 1 and Phase 2 trip generation for the proposed development during the day and peak hours of traffic for a typical weekday. **Table 5** summarizes the total Phase 1, Phase 2, and Phase 3 trip generation for the proposed development during the day and peak hours of traffic for a typical weekday.

Table 3: Trip Generation Summary – Phase 1

Time Period	Day			AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Parcel A (ITE LUC 770)	3,227	3,227	6,454	617	109	726	170	484	654
Parcel B (ITE LUC 770)	1,218	1,217	2,435	193	34	227	59	169	228
Parcel C (ITE LUC 820)	2,055	2,055	4,110	60	37	97	171	186	357
Parcel D (ITE LUC 770)	2,829	2,828	5,657	541	96	637	150	427	577
Parcel E (ITE LUC 820)	3,175	3,174	6,349	91	55	146	268	291	559
Parcel F (ITE LUC 820)	4,905	4,905	9,810	136	84	220	420	455	875
TOTAL TRIPS	17,409	17,406	34,815	1,638	415	2,053	1,238	2,012	3,250

Table 4: Trip Generation Summary – Phase 1 & Phase 2

Time Period	Day			AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Parcel A (ITE LUC 770)	3,227	3,227	6,454	617	109	726	170	484	654
Parcel B (ITE LUC 770)	1,218	1,217	2,435	193	34	227	59	169	228
Parcel C (ITE LUC 820)	2,055	2,055	4,110	60	37	97	171	186	357
Parcel D (ITE LUC 770)	2,829	2,828	5,657	541	96	637	150	427	577
Parcel E (ITE LUC 820)	3,175	3,174	6,349	91	55	146	268	291	559
Parcel F (ITE LUC 820)	4,905	4,905	9,810	136	84	220	420	455	875
Parcel G (ITE LUC 220)	1,523	1,523	3,046	47	187	234	185	99	284
Parcel H (ITE LUC 230)	277	276	553	8	37	45	35	17	52
Parcel I (ITE LUC 230)	412	412	824	11	54	65	51	25	76
Parcel J (ITE LUC 230)	271	270	541	7	37	44	34	17	51
Parcel K (ITE LUC 230)	245	244	489	7	33	40	31	15	46
Parcel L (ITE LUC 210)	318	318	636	13	37	50	40	24	64
Parcel N (ITE LUC 230)	176	176	352	5	25	30	23	11	34
Parcel O (ITE LUC 230)	299	299	598	8	40	48	38	18	56
Parcel P (ITE LUC 210)	403	403	806	16	46	62	51	30	81
Parcel Q (ITE LUC 230)	325	324	649	9	43	52	41	20	61
Parcel R (ITE LUC 230)	251	250	501	7	34	41	31	16	47
Parcel T (ITE LUC 520)	58	58	116	22	18	41	29	35	65
Parcel U (ITE LUC 230)	316	316	632	9	42	51	40	19	59
TOTAL TRIPS	22,283	22,275	44,558	1,807	1,048	2,856	1,867	2,358	4,226

Table 5: Trip Generation Summary – Phase 1, Phase 2 & Phase 3

Time Period	Day			AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Parcel A (ITE LUC 770)	3,227	3,227	6,454	617	109	726	170	484	654
Parcel B (ITE LUC 770)	1,218	1,217	2,435	193	34	227	59	169	228
Parcel C (ITE LUC 820)	2,055	2,055	4,110	60	37	97	171	186	357
Parcel D (ITE LUC 770)	2,829	2,828	5,657	541	96	637	150	427	577
Parcel E (ITE LUC 820)	3,175	3,174	6,349	91	55	146	268	291	559
Parcel F (ITE LUC 820)	4,905	4,905	9,810	136	84	220	420	455	875
Parcel G (ITE LUC 220)	1,523	1,523	3,046	47	187	234	185	99	284
Parcel H (ITE LUC 230)	277	276	553	8	37	45	35	17	52
Parcel I (ITE LUC 230)	412	412	824	11	54	65	51	25	76
Parcel J (ITE LUC 230)	271	270	541	7	37	44	34	17	51
Parcel K (ITE LUC 230)	245	244	489	7	33	40	31	15	46
Parcel L (ITE LUC 210)	318	318	636	13	37	50	40	24	64
Parcel N (ITE LUC 230)	176	176	352	5	25	30	23	11	34
Parcel O (ITE LUC 230)	299	299	598	8	40	48	38	18	56
Parcel P (ITE LUC 210)	403	403	806	16	46	62	51	30	81
Parcel Q (ITE LUC 230)	325	324	649	9	43	52	41	20	61
Parcel R (ITE LUC 230)	251	250	501	7	34	41	31	16	47
Parcel S (ITE LUC 210)	683	682	1,365	26	77	103	86	50	136
Parcel T (ITE LUC 520)	58	58	116	22	18	41	29	35	65
Parcel U (ITE LUC 230)	316	316	632	9	42	51	40	19	59
Parcel V (ITE LUC 210)	418	418	836	16	48	64	53	31	84
Parcel W (ITE LUC 210)	573	573	1,146	22	65	87	72	42	114
Parcel X (ITE LUC 210)	593	592	1,185	23	67	90	74	44	118
Parcel Y (ITE LUC 210)	569	568	1,137	22	64	86	72	42	114
Parcel Z (ITE LUC 210)	583	583	1,166	22	66	88	73	43	116
Parcel AA (ITE LUC 210)	457	457	914	18	52	70	58	34	92
Parcel BB (ITE LUC 210)	564	563	1,127	21	64	85	71	42	113
Parcel CC (ITE LUC 210)	13	13	26	2	3	5	2	1	3
Parcel DD (ITE LUC 210)	443	442	885	17	51	68	56	33	89
TOTAL TRIPS	27,179	27,166	54,345	1,996	1,605	3,602	2,484	2,720	5,205

The complete calculation results are contained in **Attachment C**.

The trip distribution was based on the current and historical distribution observed on Maricopa-Casa Grande Highway, and the available access to the site relative to its anticipated market area. **Figure 8** through **Figure 10** provides the proposed site 2020 (Phase 1), 2025 (Phase 1 & 2), and 2030 (Phase 1, 2 & 3) morning and evening peak hour turning movement volumes, respectively. **Figure 11** through **Figure 13** provides the total future anticipated 2020, 2025, and 2030 with proposed site morning and evening peak hour turning movement volumes, respectively.

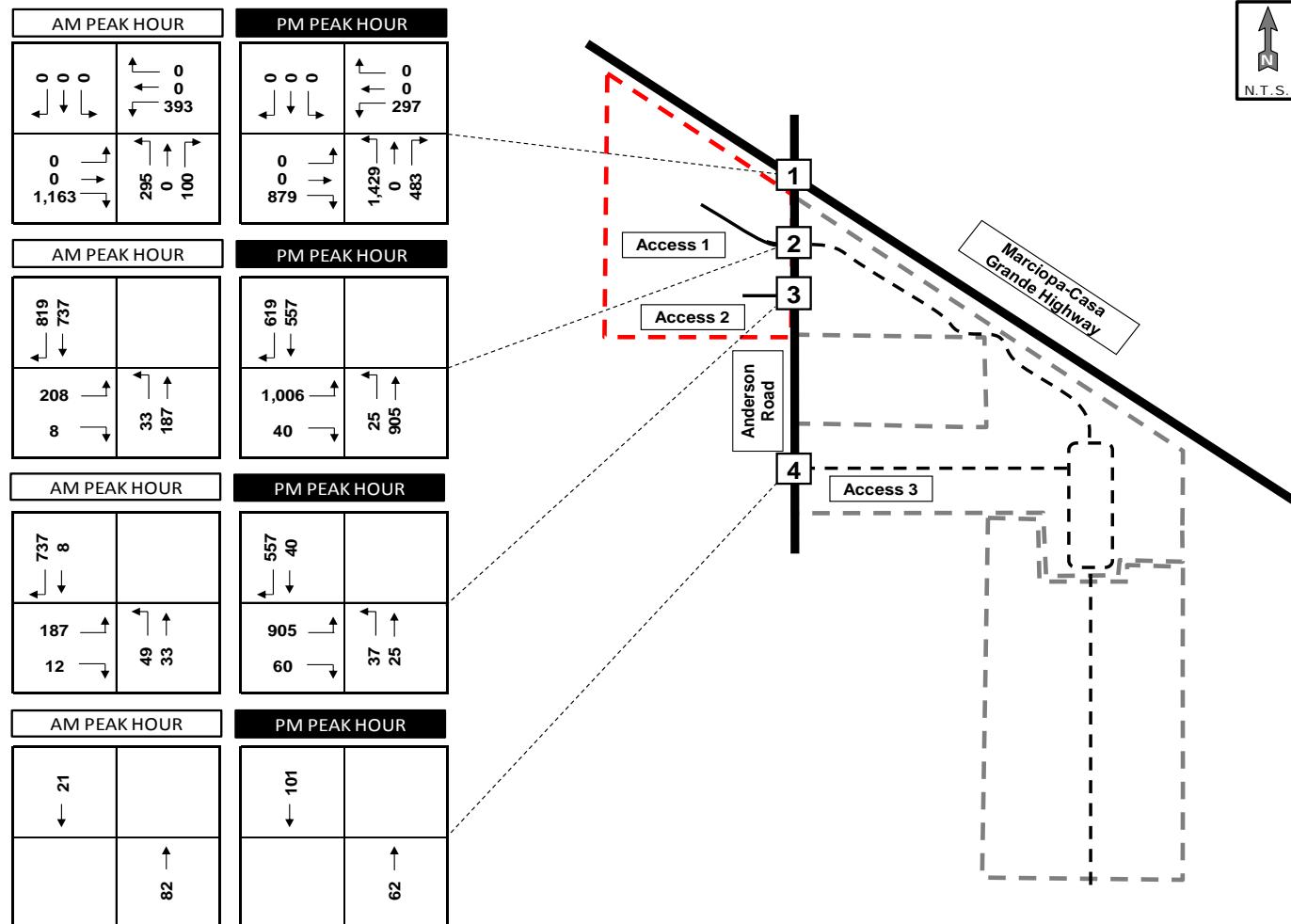


Figure 8: Site (Phase 1) Traffic Volumes – AM & PM Peak Hours

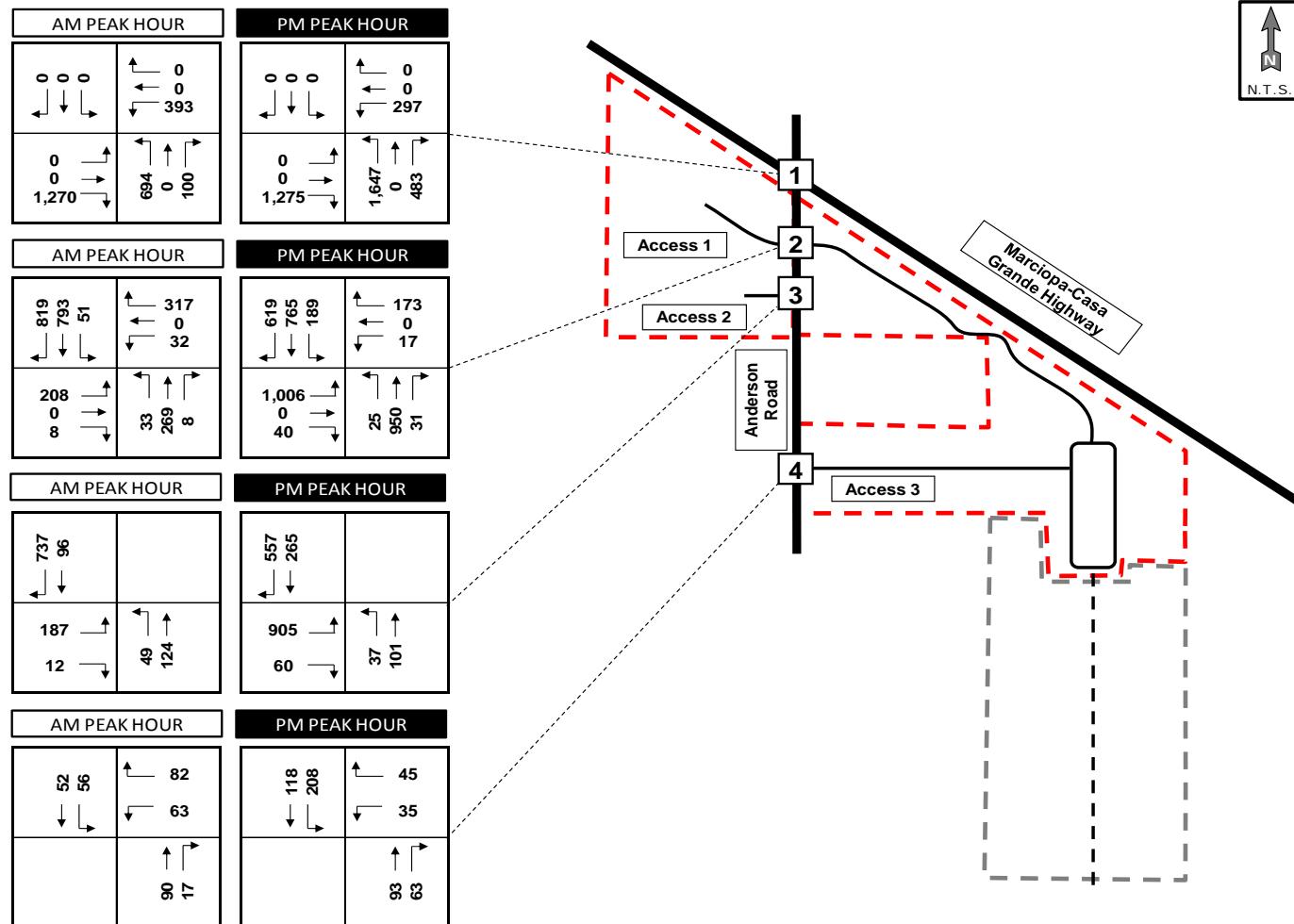


Figure 9: Site (Phase 1 & 2) Traffic Volumes – AM & PM Peak Hours

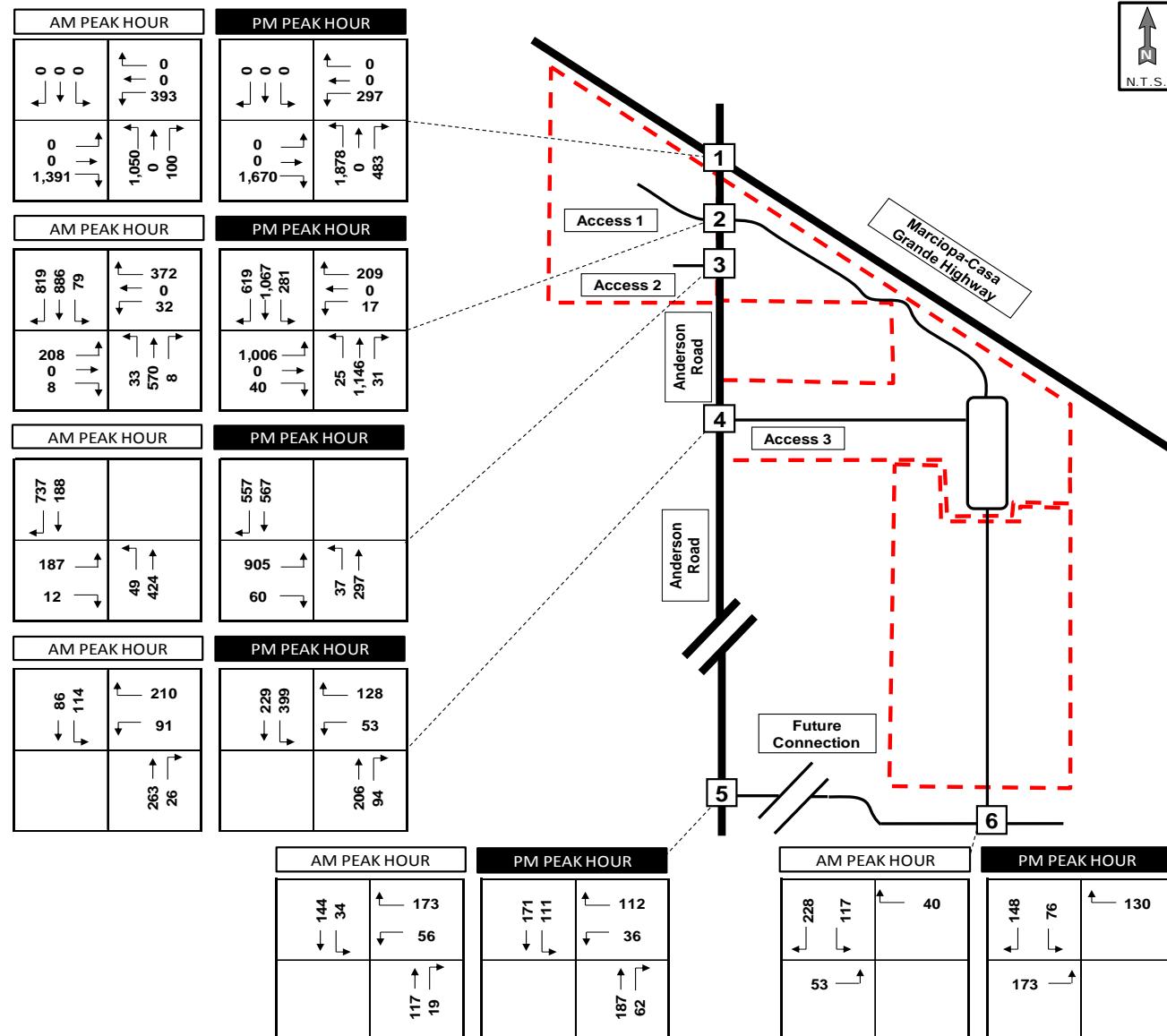


Figure 10: Site (Phase 1, 2 & 3) Traffic Volumes – AM & PM Peak Hours

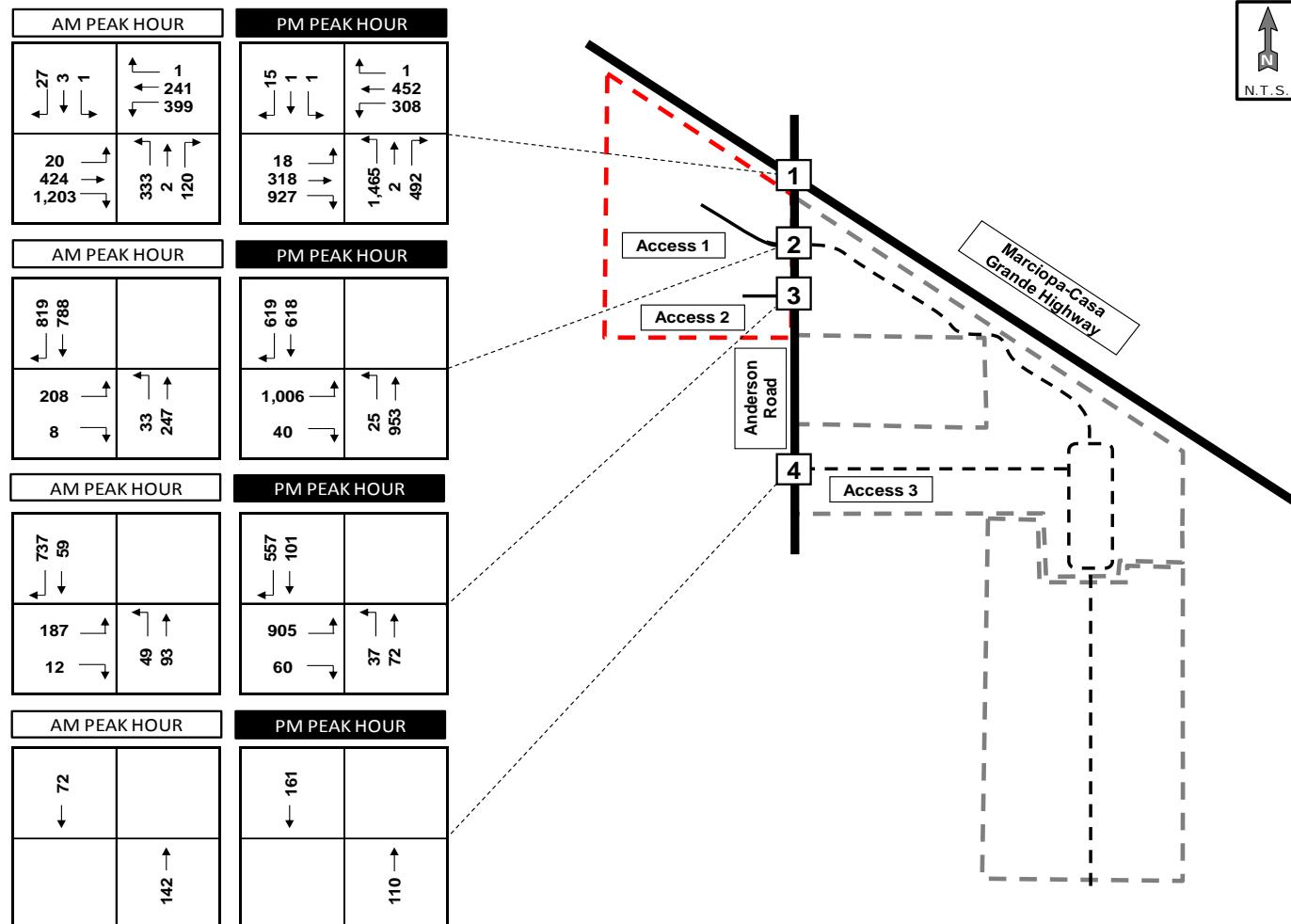


Figure 11: 2020 with Site (Phase 1) Traffic Volumes – AM & PM Peak Hours

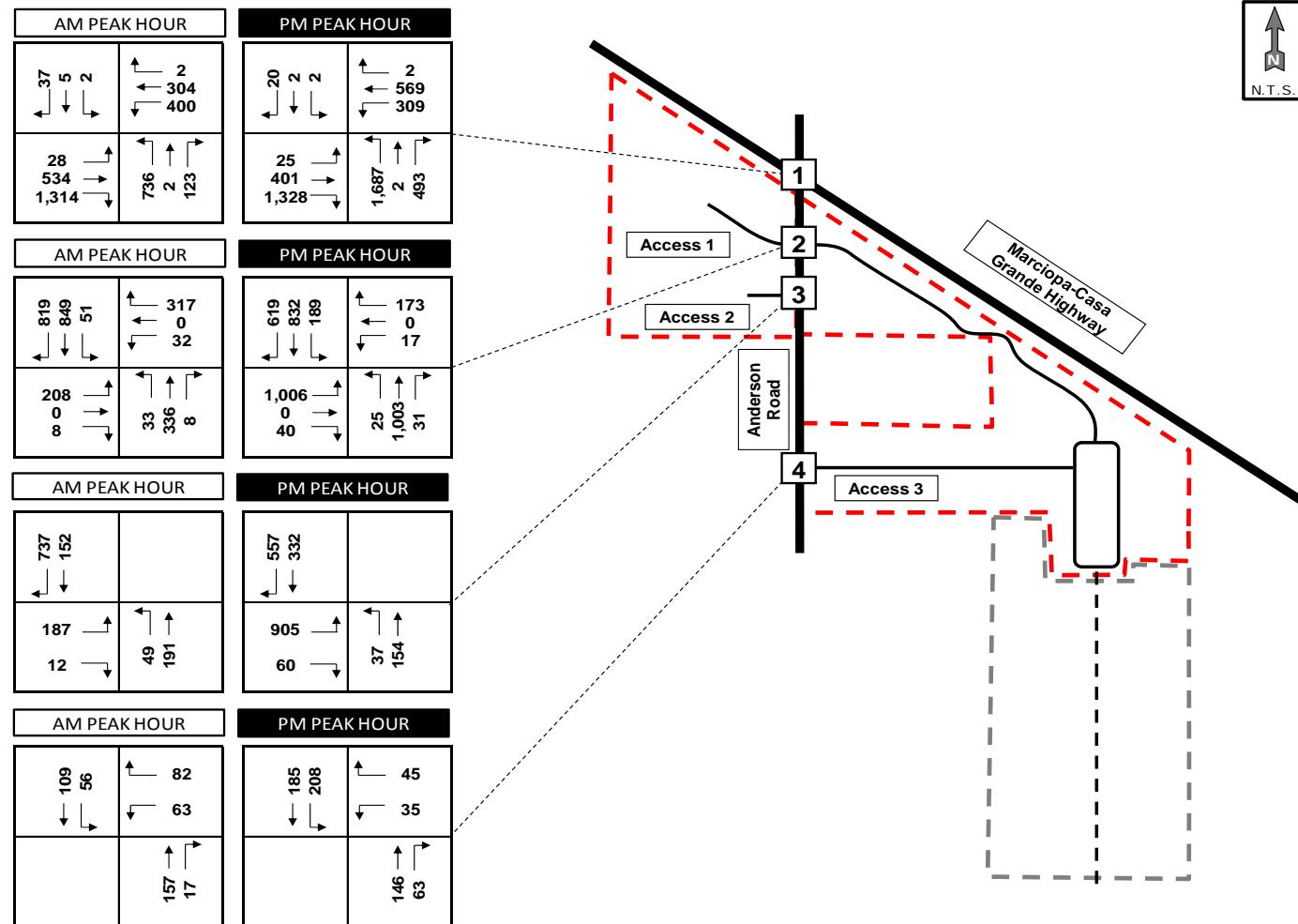


Figure 12: 2025 with Site (Phase 1 & 2) Traffic Volumes – AM & PM Peak Hours

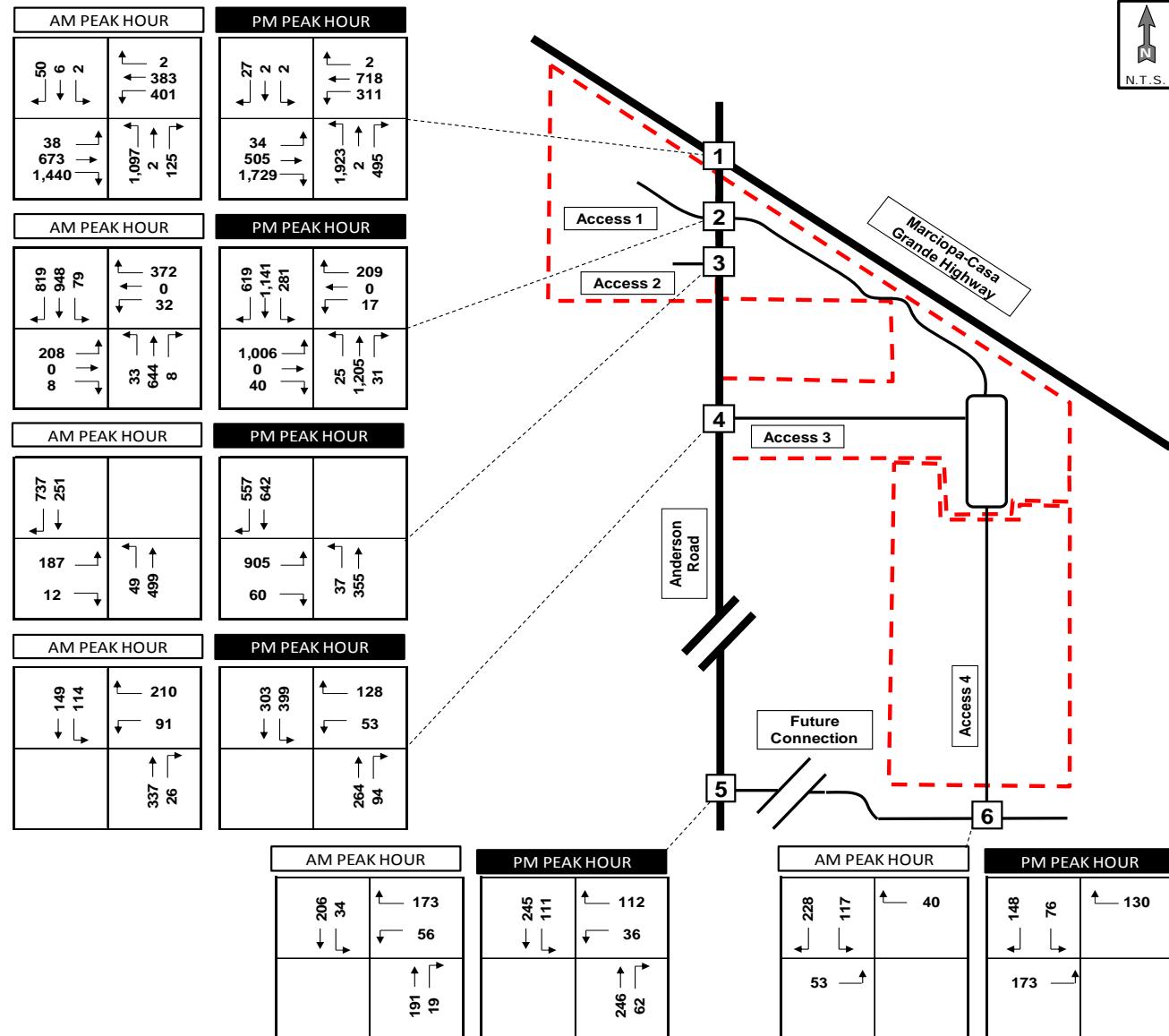


Figure 13: 2030 with Site (Phase 1, 2 & 3) Traffic Volumes – AM & PM Peak Hours

TRAFFIC ANALYSIS

The ability of a transportation system to transmit the transportation demand is characterized as its level-of-service (LOS). Level-of-service is a rating system from "A", representing the best operation with the least delay, to "F", representing the worst operation with the greatest delay. Typically, level-of-service "D" or "E" is considered the minimum acceptable operation. The appropriate reference for level-of-service operation is the Highway Capacity Manual, published by the Transportation Research Board – a division within the National Research Council which serves both the National Academy of Sciences and the National Academy of Engineering.

This manual considers the average delay per vehicle as the measure to determine the level-of-service for both signalized and unsignalized intersections. For signalized intersections and for multi-way stop intersections, the delay and level-of-service are calculated for the intersection, each approach, and each turning movement. For unsignalized intersections the level-of-service is defined for each minor movement for two-way stop controls, and is not defined for the major street approaches or for the entire intersection. **Table 6** lists the level-of-service criteria for both signalized and unsignalized intersections as stated in the Highway Capacity Manual.

Table 6: Level-of-Service Criteria for Intersections

LEVEL-OF-SERVICE	AVERAGE DELAY (seconds-per-vehicle)	
	UN SIGNALIZED	SIGNALIZED
A	≤ 10	≤ 10
B	> 10 to 15	> 10 to 20
C	> 15 to 25	> 20 to 35
D	> 25 to 35	> 35 to 55
E	> 35 to 50	> 55 to 80
F	> 50	> 80

Synchro software was utilized to calculate the level-of-service and delay. **Figure 14** through **Figure 16** provides the total future anticipated 2020, 2025, and 2030 with proposed site level-of-service analysis for the morning and evening peak hours, respectively. **Attachment D** contains the level-of-service analysis output sheets.

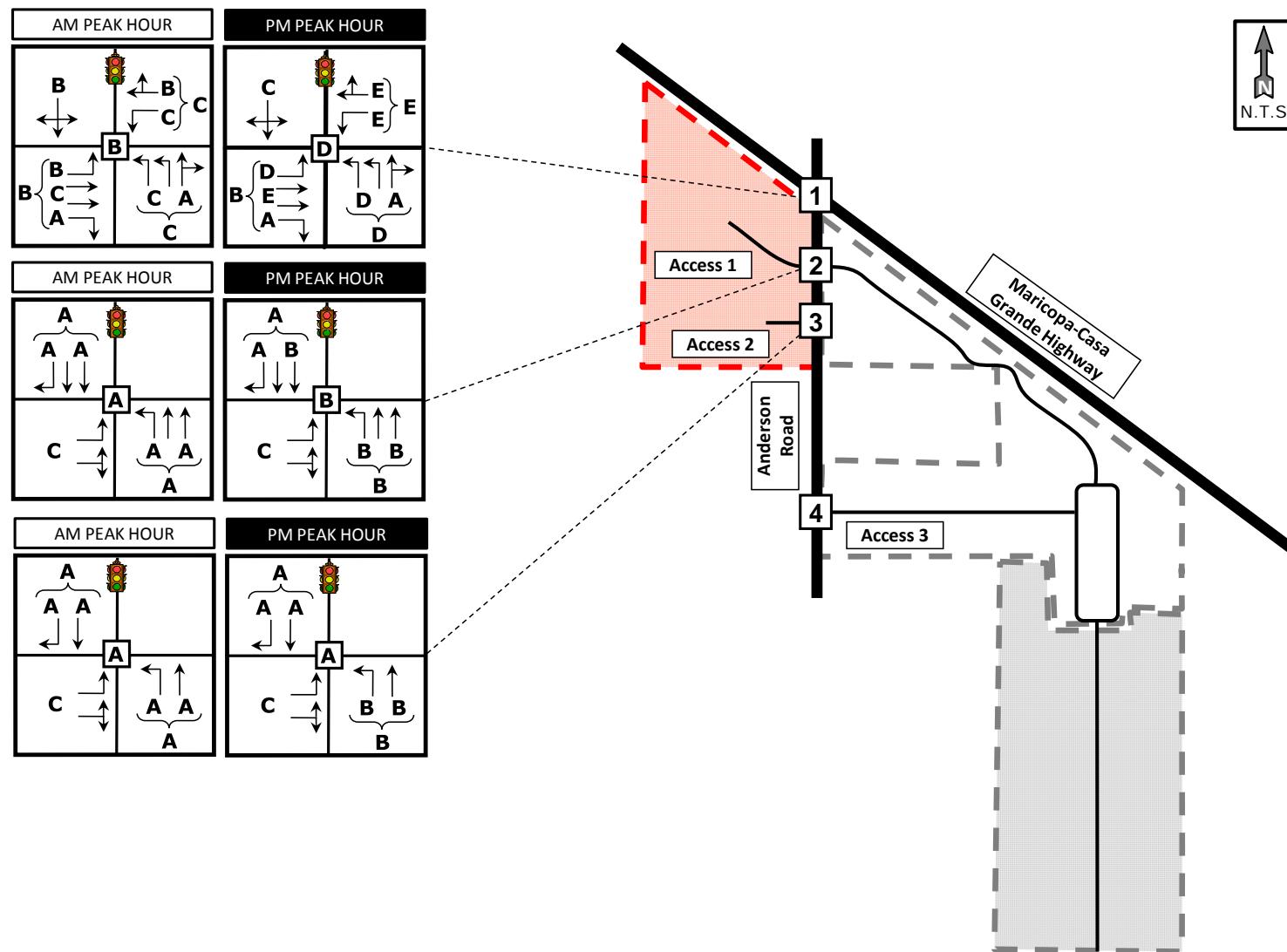


Figure 14: 2020 with Site (Phase 1) Level-of-Service – AM & PM Peak Hours

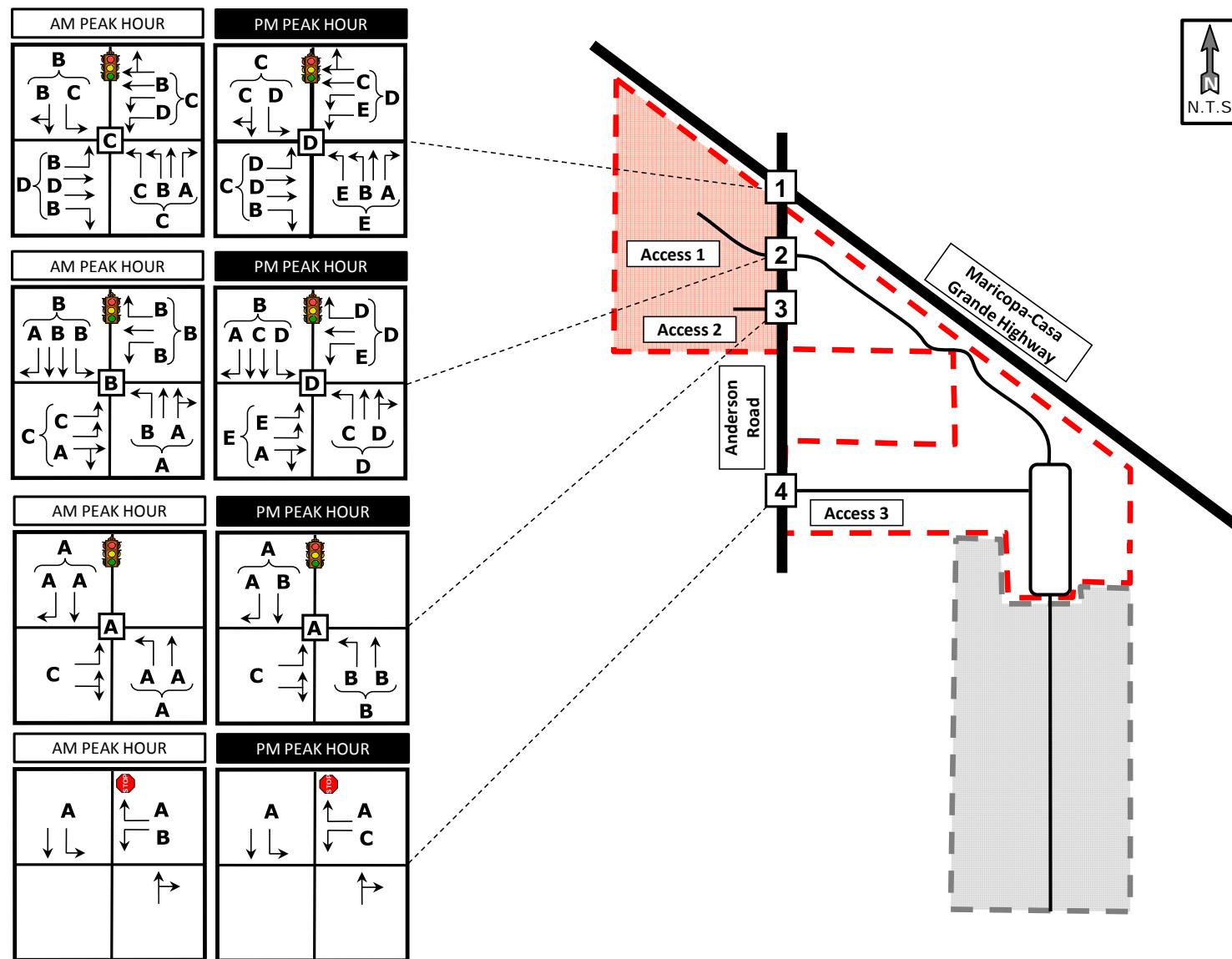


Figure 15: 2025 with Site (Phase 1 & 2) Level-of-Service – AM & PM Peak Hours

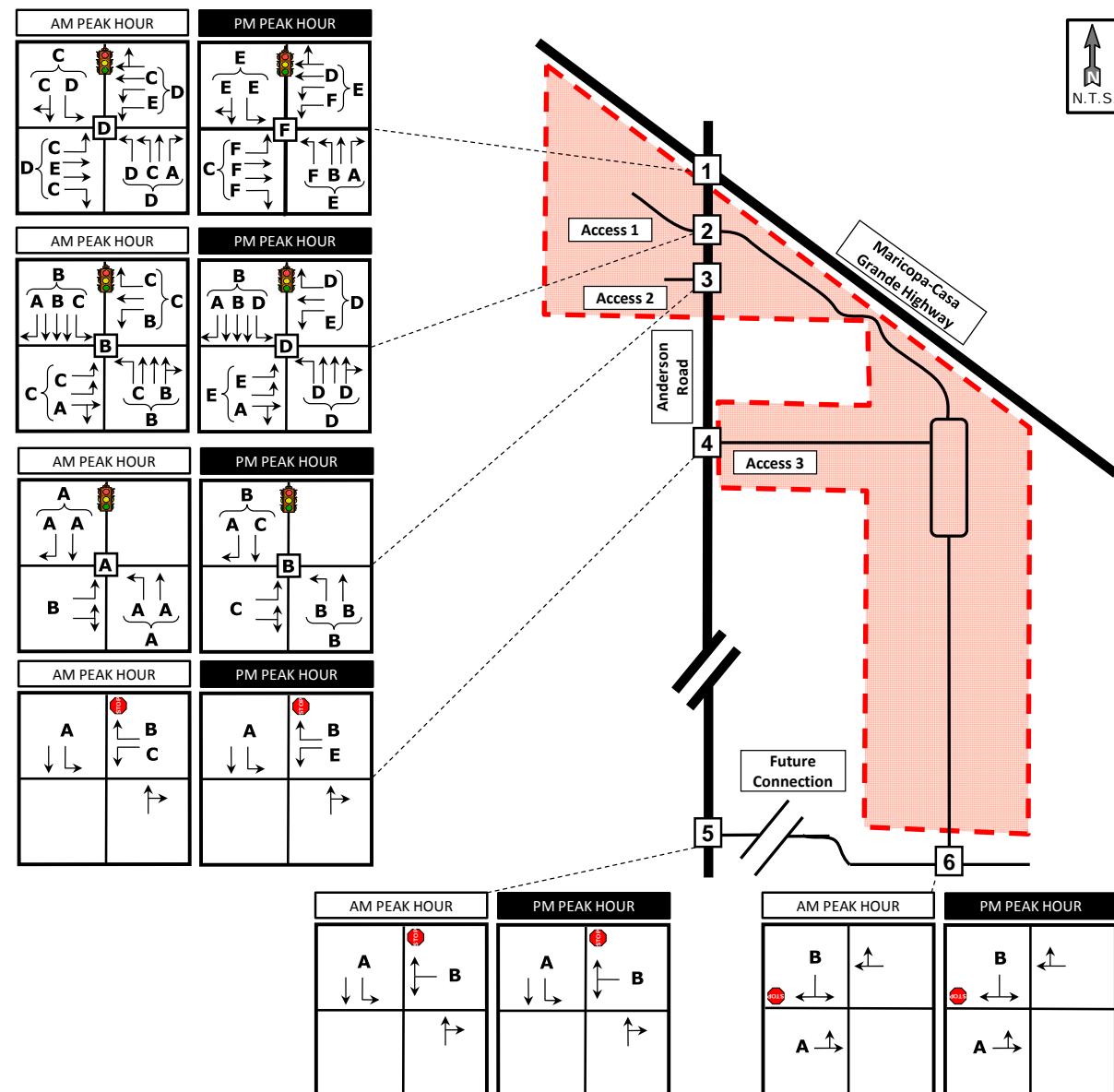


Figure 16: 2030 with Site (Phase 1, 2 & 3) Level-of-Service – AM & PM Peak Hours

Based on the results of the traffic analysis, and as illustrated in **Figure 14** through **Figure 16** above, the following traffic control and auxiliary lane improvements are recommended in order to provide adequate level-of-service:

Year 2020 with Phase 1 Site

Anderson Road / Maricopa-Casa Grande Highway

- Realign Anderson Road north of MCGH to form 4-way intersection
- Provide traffic signal control with split phase timing for the northbound and southbound Anderson Road approaches
- Provide two eastbound through lanes on MCGH
- Provide eastbound channelized "free-flow" right turn lane on MCGH
- Provide westbound left-turn deceleration lane on MCGH
- Provide northbound dual left-turn lanes on Anderson Road

Anderson Road / Access 1

- Provide traffic signal control
- Provide southbound right-turn deceleration lane on Anderson Road
- Provide northbound left-turn deceleration lane on Anderson Road
- Provide eastbound dual left-turn lanes on Access 1 road

Anderson Road / Access 2

- Provide traffic signal control
- Provide southbound right-turn deceleration lane on Anderson Road
- Provide northbound left-turn deceleration lane on Anderson Road
- Provide eastbound dual left-turn lanes on Access 2 road

Year 2025 with Phase 1 & 2 Site

Anderson Road / Maricopa-Casa Grande Highway

- Provide two westbound through lanes on MCGH
- Provide westbound dual left-turn lanes on MCGH
- Provide northbound right-turn deceleration lane on Anderson Road
- Provide southbound left-turn deceleration lane on Anderson Road

Anderson Road / Access 1

- Provide two northbound and southbound through lanes on Anderson Road
- Provide southbound left-turn deceleration lane on Anderson Road
- Provide westbound left and right-turn deceleration lanes on Access 1 road

Anderson Road / Access 3

- Provide stop sign control on the westbound Access 3 road approach
- Provide southbound left-turn deceleration lane on Anderson Road
- Provide westbound left and right-turn deceleration lanes on Access 3 road

Year 2030 with Phase 1, 2 & 3 Site

Anderson Road / Access 1

- Provide three northbound and southbound through lanes on Anderson Road

Anderson Road / Access 3

- Provide two-way left-turn lane median or westbound to southbound acceleration lane on Anderson Road

In addition to the above improvements, a secondary east-west connection to Anderson Road is assumed to provide additional access to the southern parcels. The exact location and alignment of this connection is currently unknown. For the purposes of this analysis, this additional connection is anticipated to be located south of Access 3. It is anticipated that stop sign control on the minor approaches will provide adequate traffic operation.

In order to provide adequate level-of-service and mitigate the LOS "F" movements at the Anderson Road / Maricopa-Casa Grande Highway intersection, it is also necessary to provide a new regional east-west through road south of MCGH to provide alternate routes as identified in the *Area Transportation Plan*.

Figure 17 through **Figure 19** provides the recommended roadway cross sections for future anticipated 2020, 2025, and 2030 with proposed site traffic conditions, respectively.

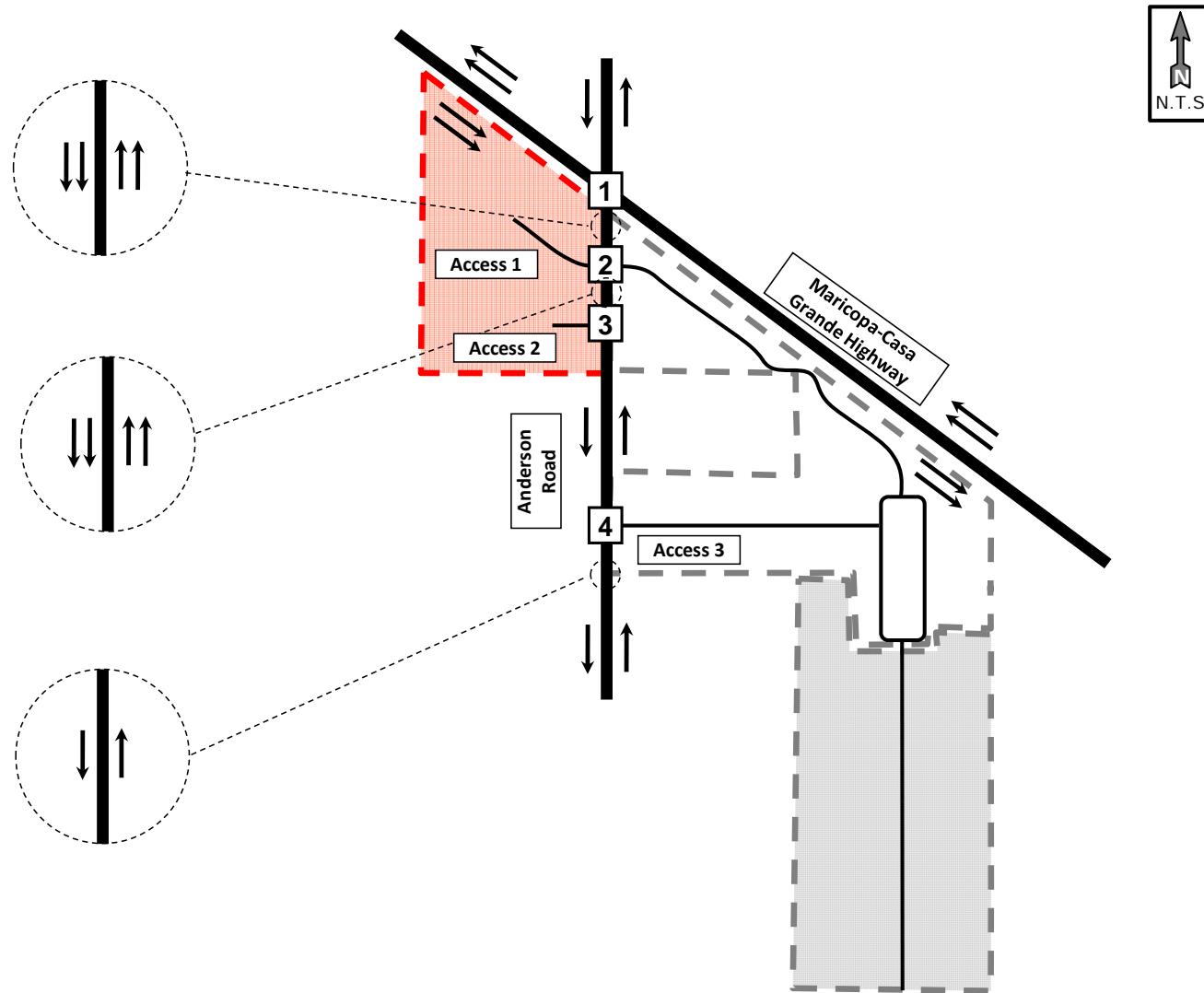


Figure 17: 2020 with Site (Phase 1) Recommended Roadway Cross-sections

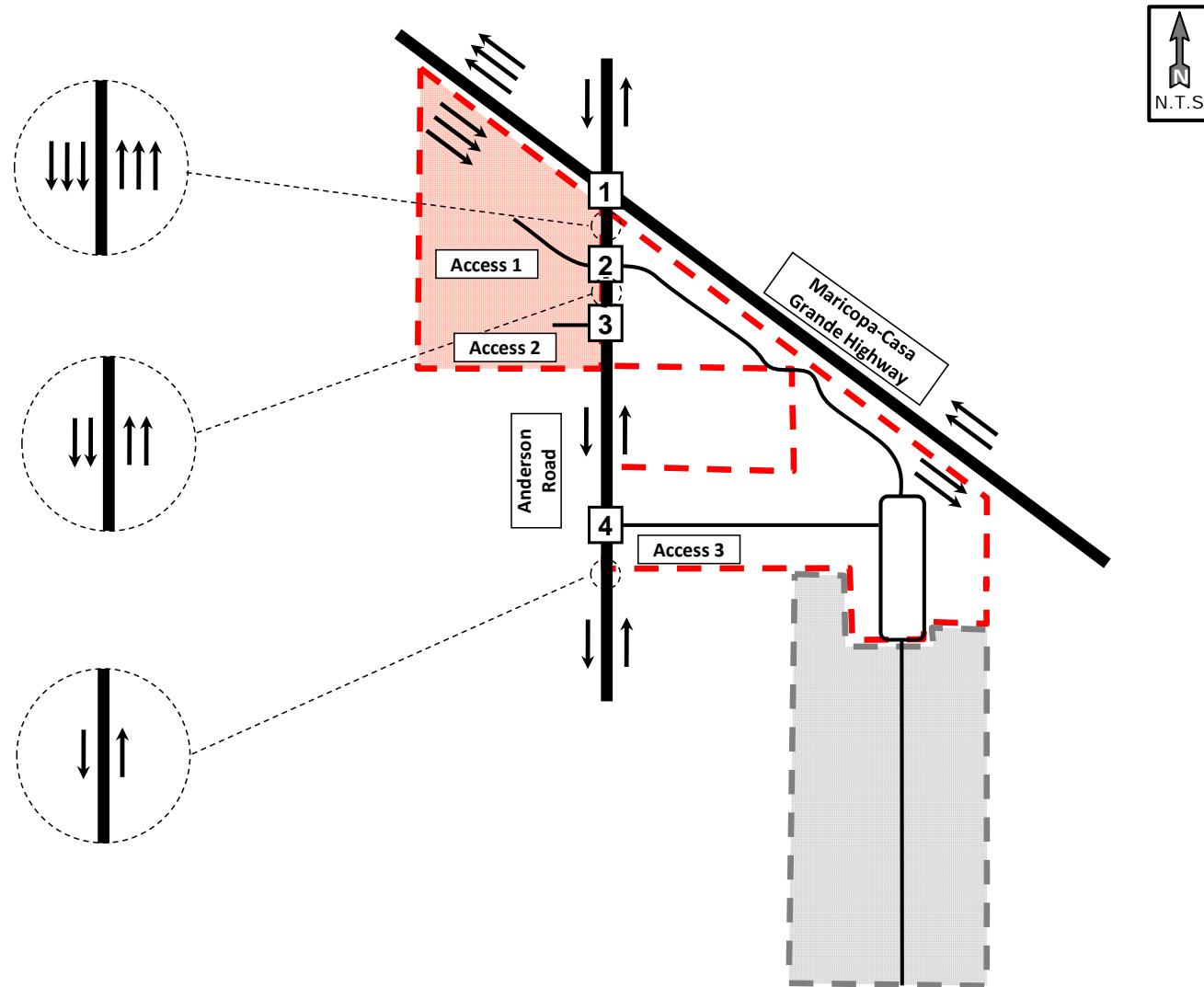


Figure 18: 2025 with Site (Phase 1 & 2) Recommended Roadway Cross-sections

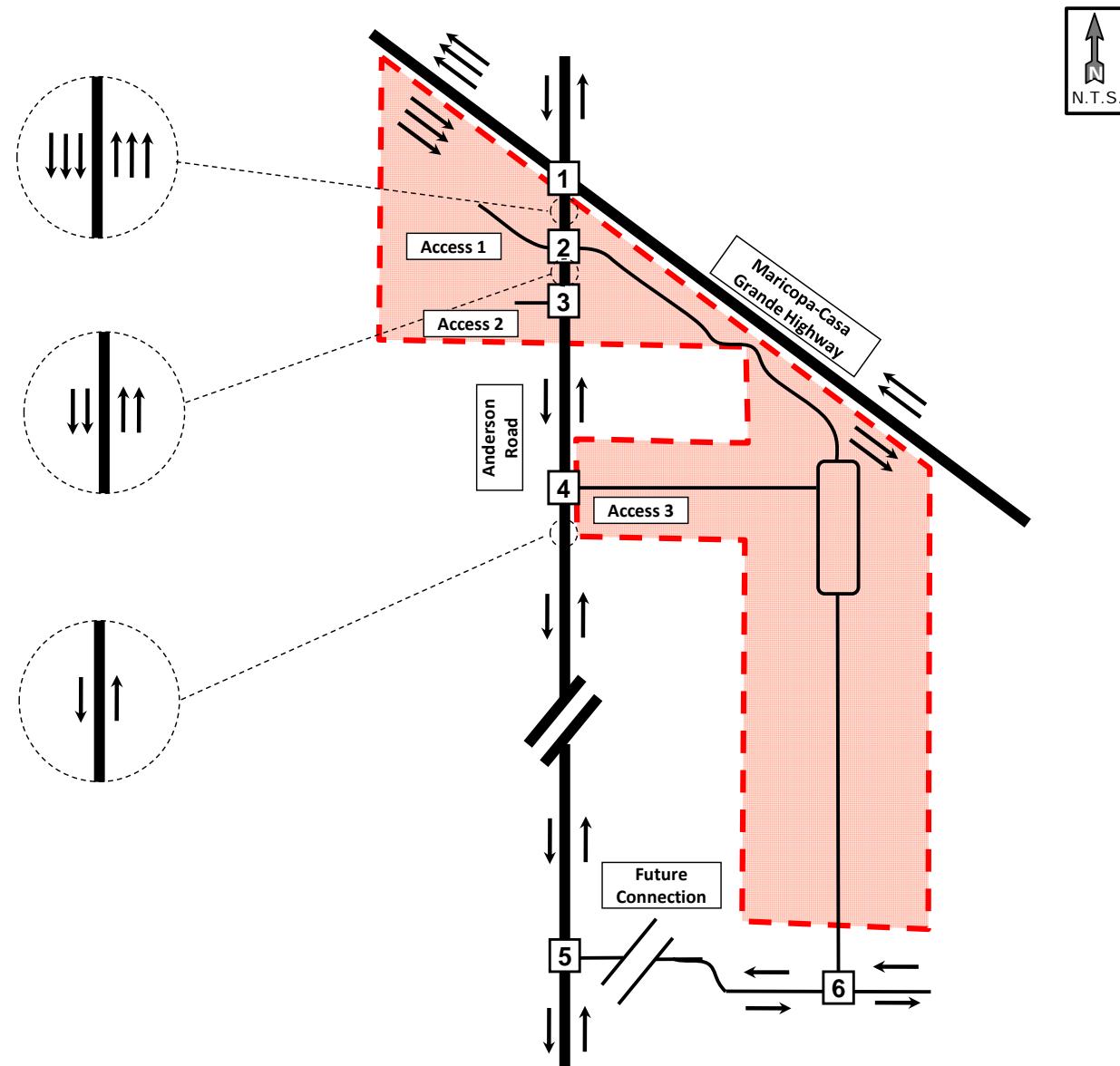


Figure 19: 2030 with Site (Phase 1, 2 & 3) Recommended Roadway Cross-sections

Please contact me at (480)503-2250, extension 125 if you have any questions or would like to discuss this memorandum.

ATTACHMENTS

- A. Previous City of Maricopa Comments
- B. Pertinent Excerpts from Previous Report
- C. Proposed Development Trip Generation
- D. Level-of-Service Analysis Output Sheets



Expires: 6/30/2020

ATTACHMENT A
PREVIOUS CITY OF MARICOPA COMMENTS



39700 W Civic Center Plaza

Maricopa, AZ 85138

(520) 568-9098
dspermits@maricopa-az.gov

Deficiency Notice

08/29/2017

34. [Page 20][0034] See comment #21	Anderson Russell PAD - Citizen Participation Plan 2017 -06-12.pdf	08/14/2017
35. [Page 20][0035] See comment #22	Anderson Russell PAD - Citizen Participation Plan 2017 -06-12.pdf	08/14/2017
36. [Page 20][0036] change:Ryan Wozniak, Planner, at 520-316-6933	Anderson Russell PAD - Citizen Participation Plan 2017 -06-12.pdf	08/14/2017
37. [Page 21][0037] Apply all comments from Exhibit F.1	Anderson Russell PAD - Citizen Participation Plan 2017 -06-12.pdf	08/14/2017
38. [Page 20][0038] Case # PAD16-04	Anderson Russell PAD - Citizen Participation Plan 2017 -06-12.pdf	08/14/2017
39. [Page 15][0039] At minimum, the narrative should include:Site locationSite acreageExisting use(s)Proposed uses within land use planOther exhibit to include:Land Use Plan (Exhibit G)	Anderson Russell PAD - Citizen Participation Plan 2017 -06-12.pdf	08/14/2017
Requirement: TIA	Version 1	Received 06/19/2017
70. [Page 1][0070] Please expand to include all things discussed previously about the revised TIA: Set expectations for the phased development in correspondence with the Phased Development exhibit Set expectations for improved intersections per phase (or sub-phase, if applicable) Pavement markings, traffic controls, etc. Provide recommendations for all arterial sections (including the off-site Anderson Rd and Teel Rd to ensure adequate LOS associated with the development) Mindful of Anderson Rd half-street, and sections with existing ROW immediately impacted by the development) Technical questions are best handled by Kerry Osborn, Engineering Plans Examiner at 520-326-6839		08/14/2017

MEMO

Planning Division

To: Jordan Rose, Rose Law
Kelly Hall, PMC

From: Ryan Wozniak, Planner

Through: Martin Scribner, Development Services Director
Kazi Haque, Zoning Administrator

Date: August 2, 2017 (Submittal #4)

RE: PAD16-04 Anderson Russell Planned Area Development - Deficiencies

ANDERSON RUSSELL PAD REQUEST

Rezone to Planned Area Development (PAD) for 776 acres located generally south of the intersection of Anderson Road and Maricopa-Casa Grande Highway.

REVIEWS TO DATE – UNRESOLVED DEFICIENCIES WITH PROPOSAL

DEPENDENCE ON OUTSIDE AGENCIES

- 1. Will-Serve Letters (per Subdivision Ordinance Article 14-5)**
 - a. Provide copies of all. My records only indicate I have one from the CG School District.
 - b. Particularly concerning is Global Water, which by details of the latest narrative (revised 6/12/17): *Water and wastewater service will be provided by Global Water Resources. The applicant has been working closely with Global in its process to obtain a CC&N from the Arizona Corporation Commission for service to this area. (p. 3)*
- 2. UPRR Commitment**
 - a. At the very least, it is to be stipulated that *explicit consent* shall be provided at the time of making Pre-Plat application to allow for the full arterial widening
- 3. Floodplain Improvements are required**
 - a. As indicated in previous reviews, per letter from Pinal County Department of Public Works dated February 13, 2015: *Based on the location of this property, it appears that levees have been constructed to control the flooding impacting this property. As the City of Maricopa's Floodplain Administrator, Pinal County would not permit or approve of the use of levees to contain the floodplains. Development of this property would require that an alternate solution be used to mitigate the flood hazard or that the proposed improvements would be built with the assumption that the levee failed to contain the flows in Santa Cruz*

MEMO

Planning Division

Wash. In other words, buildings cannot be constructed in reliance on these uncertified structures. (Comment #1)

- b. At the very least, it is to be stipulated that designed improvements be supplied with the Pre-Plat application
- 4. An Avigation Easement will be required
 - a. Ak-Chin has indicated officially that the existing Land Plan Concept (C3) has two remaining issues, one of which is an avigation easement and building height limitations that appear appropriate with proximity to an airport.

INFRASTRUCTURE AND SERVICES

- 5. Improvement plans should have no less than the level of commitment that was outlined as part of the annexation process, as documented in [ORD 13-01, Exhibit G](#)
- 6. The numbers of residential units have increased since the Fiscal Impact Analysis prepared for ANX13-01, further cause for considering public liabilities of the development proposal compounded by the remoteness of the property based on existing conditions.
- 7. Internal circulation proposed routes a significant amount of estimated traffic volume adjacent to the Community Park and school site unnecessarily.
- 8. The Transportation Impact Analysis describes phasing by a percentage of development while the Phasing Plan Exhibit shows phasing by geography. These commitments lack coordination. Therefore, the Phasing Plan is technically incomplete in staff's judgment. Furthermore, the TIA speaks to only the signalization of Anderson Road at Maricopa-Casa Grande Highway. Anderson Road half-street condition is not defined.
 - a. In order for staff to make the Required Findings (as discussed previously), per Zoning Code Sec. 510.04.C, the TIA should establish the basic framework that can be refined at the time of Pre-Plat Application, per Subdivision Ordinance Sec. 14-7-3-D (i.e. future on-site related traffic, on-site and off-site LOS to be evaluated at each proposed phase, all traffic signalization, etc.)
 - b. Consider the dry crossings/bridges required at all points where roads intersect with washes.
 - c. Consider improvements across the MSIDD eastward, not making it a barrier to the multi-modal circulation for the community.
- 9. Clarify the Emergency Access Plan to the satisfaction of MPD, MFD, and the City Engineer.

LAND USES AND DEVELOPMENT CHARACTER

- 10. Mixed Use designations are relatively undefined, missing commitments to building form, required conditions for the mixing of uses, and undefined public realm through street character and street network characteristics (consider on-street parking). Provide requirements that avoid zoning for high density residential mischaracterized as mixed use. Consider a transition of intensity based on the surrounding characteristics, such as proximity to the approach of the Ak-Chin Airport and surrounding land uses (as proposed). – Accurately describing this will improved future TIA refinements (upon Pre-Plat), as well.

MEMO

Planning Division

11. Useable Open Space has been proposed to be lowered adjacent to Condominium/Apartment Developments (@40%) and adjacent to the Specialty Product Development (@ 0%) since adjacent to the Community Park/School.

- 40% O/S adjustment – This was a concern for the PRL Committee. The Committee felt as though a reduction was the opposite direction for an adjustment. Staff holds to at least the minimum per code of 60% Useable Open Space, per Subdivision Ordinance Sec. 14-6-4-B.
- 0% O/S adjustment – This is concerning due to the accessibility of the O/S is in question. Refinement options: Refine with a commitment to a short walk to useable O/S. Refine with a commitment that the adjacent parcels will not be developed ahead of the park being improved and accepted by the City. Refine by not dividing the land use away from the park with a street with significant volume of vehicular traffic.

12. Nature Preserve OS: The intentions of the Nature Preserve OS lack the commitments necessary to ensure connectivity across the washes when flowing. Additionally, commitments are lacking to know whether these spaces qualify as “useable open space” as required in the Subdivision Ordinance (Sec. 14-6-4-B, which requires minimum of 60% of all O/S be “useable”). The current proposal for allocation of open space relies on a significant amount of Nature Preserve OS (this may make for future development challenges). Refine with a detail as to whether the O/S will include bridges and amenity commitments at flood elevations per the Subdivision Ordinance.

SUBMITTAL

13. Update:

- Exhibits to reflect all changes in land use plan
- Refined street sections (including all street conditions in all phases, consider mixed use character)
- Provide addendum to TIA providing details for the missing improvements, intersections, and associate traffic improvements with development phasing plan (geographically) – this is serving as the required “Development Schedule” per the Zoning Code
- Narrative images to reflect changes to the exhibits, to codify design considerations of the mixed use designations (see comment #10)
- Will-Serve Letters (see comment #1)

Respectfully,

Ryan Wozniak, AICP
 Planner
 Planning and Development Services
 City of Maricopa
ryan.wozniak@maricopa-az.gov
www.maricopa-az.gov

Anderson Russell Property PAD14-01| 2nd Review

Reviewed August 11, 2015 by Richard Wallace | Jacobs Engineering | 480-440-8251

Submittal Table

Item	Engineering Review Status
Rezoning Request Narrative (July 8, 2015)	Comments as noted.
Preliminary Drainage Report (June 16, 2015)	Comments as noted.
Phase 1 Environmental	Not resubmitted
Traffic Impact Analysis	Not resubmitted
Water & Wastewater Reports	Not resubmitted
ALTA Land Survey	Not resubmitted

PAD Rezoning Request Narrative

1. General Comment:

- a The City's Area Transportation Study should be concluded within the next 12 months. Recommendations from this study should be incorporated into the site development and reflected in the associated traffic analysis required of the applicant for this site.
- b Site reserved for public safety facilities should not be located within floodplain or floodplain issues appropriately mitigated. Site should be available and provided when public safety needs warrant, which may be prior to Phase 2 where it is shown.

2. Section 3j. Anderson Road Improvements:

- a Anderson Road is included with the City's Area Transportation Study currently underway.
- b Applicant should provide ultimate half-street improvements on all existing and proposed roadways adjacent to the site. This includes Anderson Road, Russell Road and Teel Road.
- c Proposed phasing of Anderson Road improvements should be done from outside-in to minimize reconstruction of curbs and modifying drainage and parkway landscaping.

3. Exhibit J Master Street Plan:

- a Show where cross section "F" applies on the map.
- b Roadway A is referred to as an arterial, but this roadway appears to function as a major collector (4 lanes).
- c Roadway E is proposed as one-way. This does not provide for efficient circulation.
- d Indicate whether the future access to Santa Cruz Ranch will be all-weather.
- e Anderson Road and Val Vista Boulevard are anticipated to be Regionally Significant Roads (RSR) and, therefore, an ultimate 6-lane facility within 200' of right-of-way. Add typical section to reflect this.

Preliminary Drainage Report

1. Pinal County has indicated the levee along the east boundary is not FEMA certified and this property should be designed assuming the levee is not in place. Address this in report.
2. Add Q100 flow rate to Drainage Map (Figure 5) for offsite flow crossing Val Vista Blvd (Teel Road) at southeast corner of site and at Anderson Road south of UPRR tracks. Perimeter streets should be designed as all-weather roads.
3. A Floodplain Use Permit will be required for any work within the floodplain.

Anderson Russell Property – PAD14-01| 1st Review

Reviewed February 12, 2015 by Laura Wallis | 520-316-6839

General Comments

1. Supporting documentation such as the Drainage Report, Phase 1 Environmental Assessment, Traffic Impact Analysis, Water Report, and Wastewater Report will not be approved with the PAD. Comments given below are intended to help in future development of the area. **No rights shall be entitled with these documents, and no content shall be accepted and/or approved as part of this PAD approval.**
2. The Developer will need to coordinate with the utility companies to verify space for required facilities, such as substations, have been allocated.

PAD Rezoning Request Narrative:

1. Police, Fire, and school facilities are identified as part of the land use, but are not identified on the land use exhibits. Developer will need to coordinate with the City and school district to identify land to be dedicated for these purposes.
2. The development agreement between Santa Cruz Ranch and the County does not alter the requirements identified by the City of Maricopa regarding the construction of half street and other improvements which will be the responsibility of the Anderson Russell Property.
3. The City's Area Transportation Study will be concluded within the next 18 months. Assumptions within the narrative as to the future findings may be premature. Please remove all references to future reports and studies.
4. Further coordination with the Ak-Chin airport appears to be required. Preliminary feedback from airport staff indicates that the exhibits overlaying airport facilities, protection zones, and approach surfaces may not be accurate. Please provide communication from the airport indicating that the information provided within this report matches the existing airport documentation, including current airport development information.
5. The Existing Ownership Map exhibit includes Killian C Max TR and Dobson Rev Trus as property owners; however they are not mentioned anywhere else. Please explain the relationship and their participation in this project.
6. Roundabouts are identified in Exhibit O, but are not mentioned in the Traffic Study. This level of detail may be too specific for the PAD Narrative, and should be removed.

Drainage Report:

7. Verify that the report references and studies the correct location. Page 1 appears to place the development in too many sections. Verify that the analysis was done for the correct area.

8. Make sure that the land use/layout shown within this report matches the PAD narrative and exhibits.

Phase 1 Environmental:

9. Verify that all wells on the site are identified and listed as either capped or uncapped. The City will not approve any documents beyond the PAD unless all wells are in compliance with the Arizona State Statute (Article 8, R12-15-822) which requires them to either be capped or abandoned per ADWR guidelines.

Traffic Impact Analysis:

10. Improvement of the intersection at Anderson Road and Maricopa Casa Grande Highway (MCGH) has many limitations. Before submittal of improvement plans, there will need to be communication between the developer, the rail road, the irrigation district, the flood control district, potentially the Ak-Chin airport, and any other concerned entities to discuss design constraints.
11. The roadway connection identified between the western and eastern portions of the property (over the north east corner of the State land) will conflict with the existing irrigation canal. Before submitting improvement plans, the developer will need to coordinate with the irrigation district to verify feasibility of that alignment. The roadway may not be able to be located in that area, in which case the developer may need to discuss easements across state land.
12. The City does not agree with the peak hour traffic assumptions. There are likely to be many households with two cars per dwelling unit traveling during peak hours. Using a Trip Rate of less than one, and then further reducing it for people who work within the community is an unrealistic condition.
13. When modeling the intersection at Anderson Rd and MCGH, please be aware that the current alignment of the intersection has the north and south bound roadways offset. This offset requires all traffic on Anderson to turn onto MCGH before turning again onto the continuation of Anderson. That turning movement is not currently reflected in the data presented in the report.
14. The City of Maricopa is working on an updated Area Transportation Study, which will be concluded in approximately 18 months. Please include the findings of that report within future traffic studies for this site.
15. When calculating background traffic, please include surrounding future communities which are likely to develop within the same time frame.
16. The City does not accept the Traffic Impact Analysis as part of the PAD, however, the information and assumptions provided are deficient for any subsequent submittals and approvals. Please revise before resubmitting.

Wastewater Report and Water:

17. Before improvement plans are submitted, the developer will need to coordinate with the rail road and the irrigation district to verify the ability to cross their facilities as noted on Anderson Road.
18. Verify that all data referenced in these reports matches the land use identified in the approved PAD.
19. The water system must be looped. It appears the proposed layout is not always looped (P-8 as an example). Please verify that all future submittals include completely looped systems.

Citizen Participation Plan:

20. Numerous exhibits are referenced within the report, but are not included or clearly labeled within the report. Please clarify and update.

ALTA/ASCM Land Title Survey:

21. The ALTA has expired. Please submit an updated ALTA with updated line work per comment 25.
22. Correct the Vicinity Map to reflect the correct spelling of Peter and Nall Road and update the rail road to Union Pacific.
23. Identify the specific basis of bearing on the cover sheet.
24. The zoning information will come from the City of Maricopa, not the County. Please revise statement on cover and list current zoning.
25. Typical on sheets 2-4 – The line work is too dark to clearly read. Use differing line weights and styles to clearly identify the features and dimensions represented on this document.
26. Why is overhead electric listed as OHW instead of OHE? Does this have a specific meaning?
27. Irrigation canal is called out with 18" concrete headwall. What does the dimension 18" represent? The thickness of the concrete? The headwall is much larger than 18" across.

ATTACHMENT B
PERTINENT EXCERPTS FROM PREVIOUS REPORT

ANDERSON RUSSELL
MARICOPA CASA GRANDE HIGHWAY / ANDERSON ROAD
MARICOPA, ARIZONA

TRAFFIC IMPACT ANALYSIS

August 2014

► Prepared for:



Coe & Van Loo Consultants, Inc.
4550 North 12th Street
Phoenix, Arizona 85014
Phone: (602) 264-6831
Fax: (602) 285-4731

► Prepared by:



TRACE Consulting, LLC.
1201 E Jefferson Street, Suite 3
Phoenix, Arizona 85034
Phone: (602) 680-8264



EXPIRES 03-31-15

EXECUTIVE SUMMARY

The proposed Anderson Russell development is located south of the Casa Grande Highway along Anderson Road in Maricopa, AZ. The proposed site is a multi-use development including retail, office and single family housing. It is planned to include 2,080 single family homes, 291,000 square feet (sf) of retail and 872,000 sf of office space at build-out. The development is planned to be constructed over the next 15 years. 25% of the development is projected to be completed by 2015, 50% of the development is planned to be completed by 2020, 75% of the development is projected to be completed by 2025 and 100% of the development is planned to be completed by 2030. While the study assumes 5-year intervals beginning in 2015, the analysis is based on development levels. The recommendations are based on the level of development analyzed in 25% intervals and therefore the recommended improvements are connected to the amount of development completed and not to specific year of improvement.

The site is projected to generate 3,098 AM and 4,311 PM peak hour trips at full build-out. Currently, the majority of the traffic will travel to Casa Grande Highway to the north and State Route 84 to the south as there are few other routes available to service the land. In the future, Val Vista Parkway as well as Hassayampa Freeway will provide other east-west opportunities for mobility. These are both shown on the 2009 Maricopa Association of Governments (MAG) and Central Arizona Association of Governments (CAAG) Regional Council's "Transportation Framework Recommendations". Within that plan, Anderson Road is planned as a 4-lane roadway in the short-term, with it becoming a 6-lane facility in the full build-out condition. The evaluation also included a review of the 2008 City of Maricopa Regional Transportation Plan (RTP) and the 2007 City of Casa Grande Small Area Transportation Plan. It should be noted that the RTP will be updated over the next year and this information can thus be incorporated into the updated plan.

There are three accesses from Anderson Road planned to serve the site. The study area includes the following intersections and accesses:

- Maricopa Casa Grande Highway/ Anderson Road
- Anderson Road/ SR 84
- Anderson Road/ Access 1
- Anderson Road/ Access 2

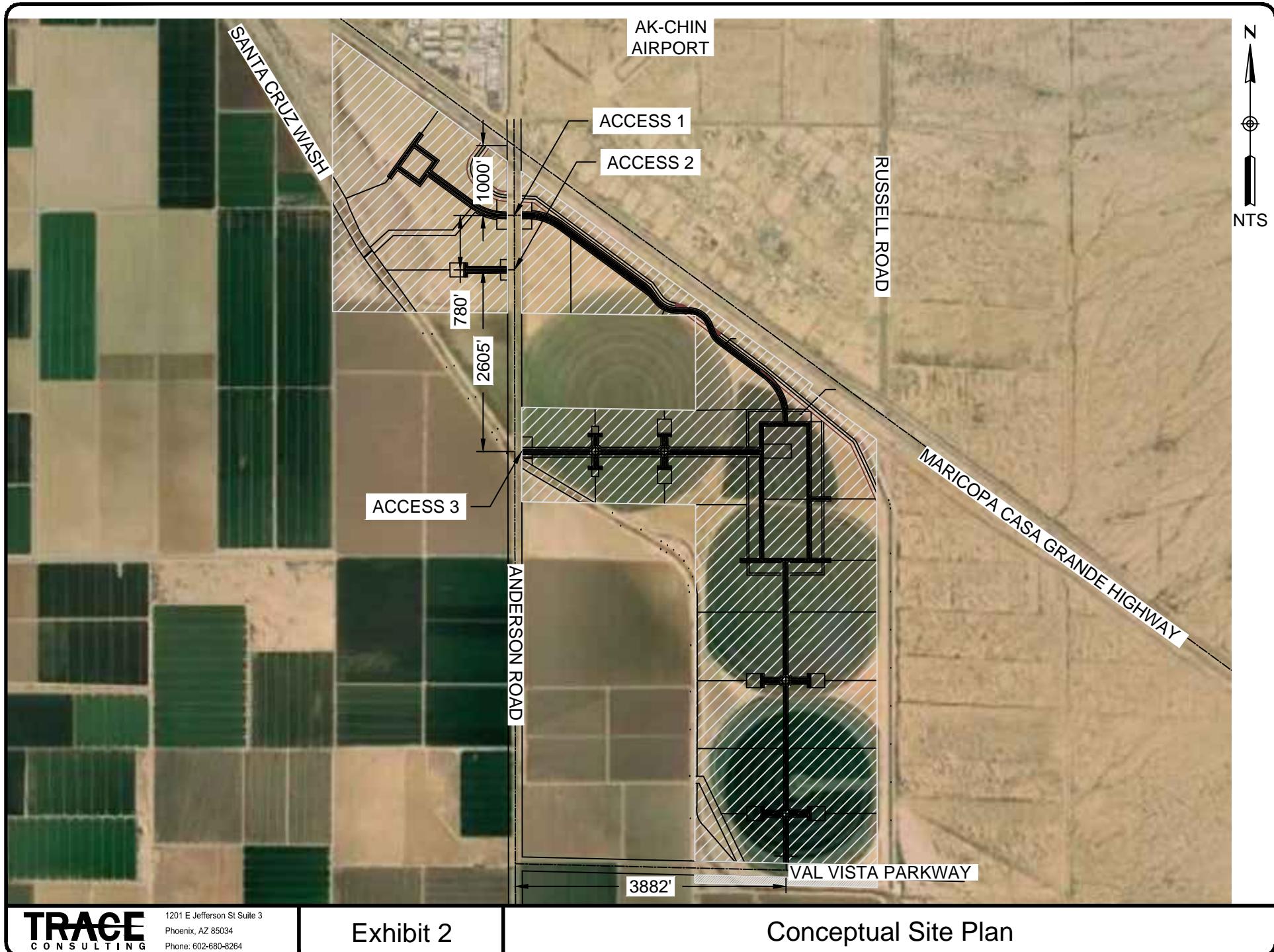
- Anderson Road/ Access 3

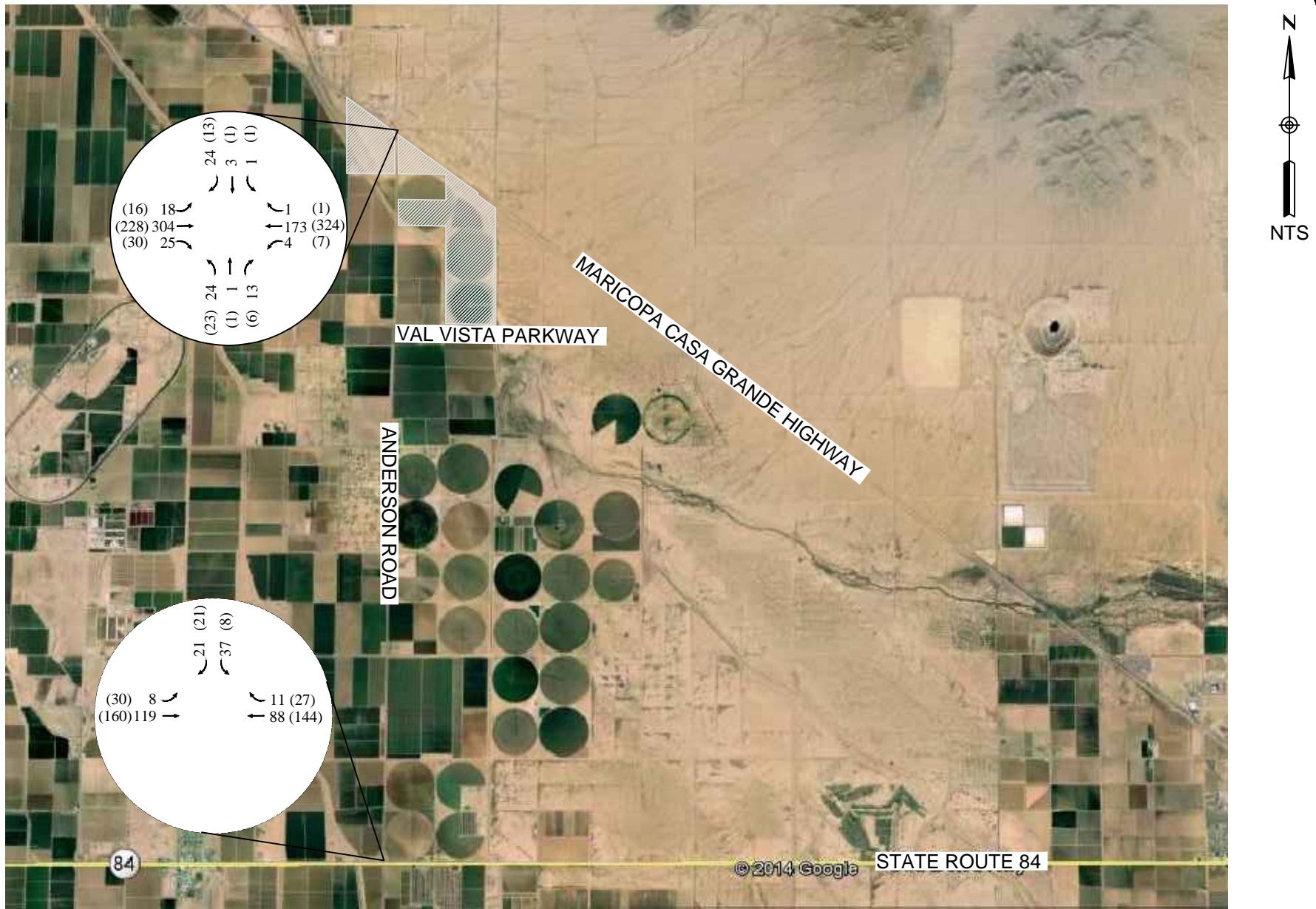
This primary purpose of this report is to identify infrastructure improvements that are directly related to the development in order to support traffic operations. As identified in the future volume projections for Anderson Road and Maricopa Casa Grande Highway, the area surrounding Maricopa and Casa Grande are projected to experience high growth between now and full build-out of this area. To provide a reasonable analysis for this site and to identify specific improvements required for the site, future annual growth is based on the historic growth rate of 3.71%. When combined with the site generated traffic, this approach yields 2030 AADT volumes of 32,000 vehicles per day (vpd) along Anderson Road, 37,000 vpd on the Maricopa Casa Grande Highway west of Anderson Road and 17,000 vpd on Maricopa Casa Grande Highway east of Anderson Road.

These volumes are lower than those projected by the additional studies and master plans evaluated for this study. The purpose in utilizing the historic growth is to demonstrate the specific improvements necessary to support the site and not the improvements that are planned to support the entire region developing. The recommended improvements are summarized in the Table ES-1 and Exhibit 13. As the development ensues, updates should monitor that the traffic is being accommodated by these recommended improvements. The logical time would be in between phases.

Table ES-1: Recommended Improvements:

	2015 (Site Opening)	2025 (75%)	2030 (100%)
Maricopa Casa Grande Highway/ Anderson Road	<ul style="list-style-type: none"> • Signalize Intersection • Build signal with separate left turn lanes for each approach and separate EB and NB right turn lanes 	<ul style="list-style-type: none"> • Improve signal to include dual westbound and northbound left turn lanes • Improve Anderson Road and Maricopa Casa Grande Highway to include 2 acceptance lanes for dual lefts • Change phasing for eastbound left to protected plus overlap • The northbound right turn lane becomes a drop lane 	<ul style="list-style-type: none"> • Improve signal to include two eastbound and westbound through lanes • Improve signal to include a eastbound channelized free right turn
Anderson Road/ Access 1	<ul style="list-style-type: none"> • Build access with separate left turn lanes for eastbound and westbound approaches • Improve Anderson Road to include northbound and southbound left turn deceleration lanes 	<ul style="list-style-type: none"> • Improve signal to include dual eastbound left turn lanes • Improve Anderson Road to include 2 northbound and southbound through lanes • Improve signal to include westbound and southbound right turn lanes 	<ul style="list-style-type: none"> • The third southbound lane along Anderson Road becomes a drop lane at this access
Anderson Road/ Access 2	<ul style="list-style-type: none"> • Build access with separate eastbound left and right turn lanes • Improve Anderson Road to include northbound left turn deceleration lane 	<ul style="list-style-type: none"> • Build additional north and southbound through lane 	<ul style="list-style-type: none"> • No additional improvements
Anderson Road/ Access 3	<ul style="list-style-type: none"> • Build access with separate westbound left and right turn lanes • Improve Anderson Road to include southbound left turn deceleration lane 	<ul style="list-style-type: none"> • Signalize intersection • Build signal with separate left turn lanes for each applicable approach 	<ul style="list-style-type: none"> • No additional improvements
Maricopa Casa Grande Highway	<ul style="list-style-type: none"> • No additional improvements excepting those related to the newly signalized intersection 	<ul style="list-style-type: none"> • Widen to include two westbound acceptance lanes for the dual northbound left turns 	<ul style="list-style-type: none"> • Widen to a 4-lane facility
Anderson Road	<ul style="list-style-type: none"> • Improve to a 2-lane roadway with 1 lane in each direction and a two way left turn lane from Maricopa Casa Grande Highway to Access 3 	<ul style="list-style-type: none"> • Improve to a 4-lane roadway with 2 lanes in each direction and a two way left turn lane from Maricopa Casa Grande Highway to Access 3 	<ul style="list-style-type: none"> • Add a third southbound lane from Maricopa Casa Grande Highway to Access 1 for a free right turn movement at the signal, this lane is a drop lane at Access 1





NOTE: 2013 TRAFFIC COUNTS WERE MULTIPLIED BY 1.04 GROWTH FACTOR AND 1.36 SEASONAL ADJUSTMENT FACTOR TO YIELD 2014 EXISTING TRAFFIC VOLUMES.

3.0 PROJECT RELATED TRIP GENERATION AND DISTRIBUTION

3.1 Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation* (9th Edition) handbook was used to estimate trips for the proposed site. Table 2 shows the AM and PM peak hour trips generated. The site is planned to include 2,080 Single Family Homes, 291,000 sf of retail space and 872,000 sf of office space. A 10% internal trip reduction was included for the site. This represents trips that stay within the development due to school, resident to resident and local retail or other business trips. The site is projected to generate 3,098 AM and 4,311 PM peak hour trips at full build-out with 2,788 AM and 3,880 PM trips after a 10% internal trip reduction was applied.

Table 2: Site Trip Generation

	Size	Land Use	Trip Rate	Trips	% IN	% OUT	IN	OUT
AM								
Retail	291,000	820	1	291	61%	39%	160	102
Office	872,000	770	1.43	1247	84%	16%	942	180
Single Family	2080	210	0.75	1560	25%	75%	351	1053
Total			0	3098			1453	1335
PM								
Retail	291,000	820	3.73	1085	49%	51%	479	498
Office	872,000	770	1.29	1125	23%	77%	233	779
Single Family	2080	210	1.01	2101	63%	37%	1191	700
Total				4311			1903	1977

3.2 Trip Distribution Assignment

Project site traffic was applied to the origin-destination (O-D) for the site. Based on current distribution of traffic at the counted intersections the following O-D was determined.

- 5% to/from the south on Anderson Rd
- 15% to/from the east on Maricopa Casa Grande Highway
- 80% to/from the west on Maricopa Casa Grande Highway.

For the traffic study, modifications to the existing O-D are necessary because of the residential and commuter nature of the traffic flow generated by the site. Maricopa Casa Grande Highway is

a commuter route between Casa Grande and Maricopa with commuter traffic traveling to the southeast in the AM and northwest in the PM peak period. Taking this commuter traffic into account the O-D that is applied in the study is:

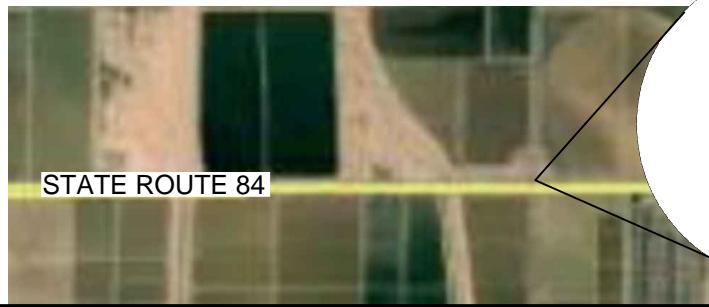
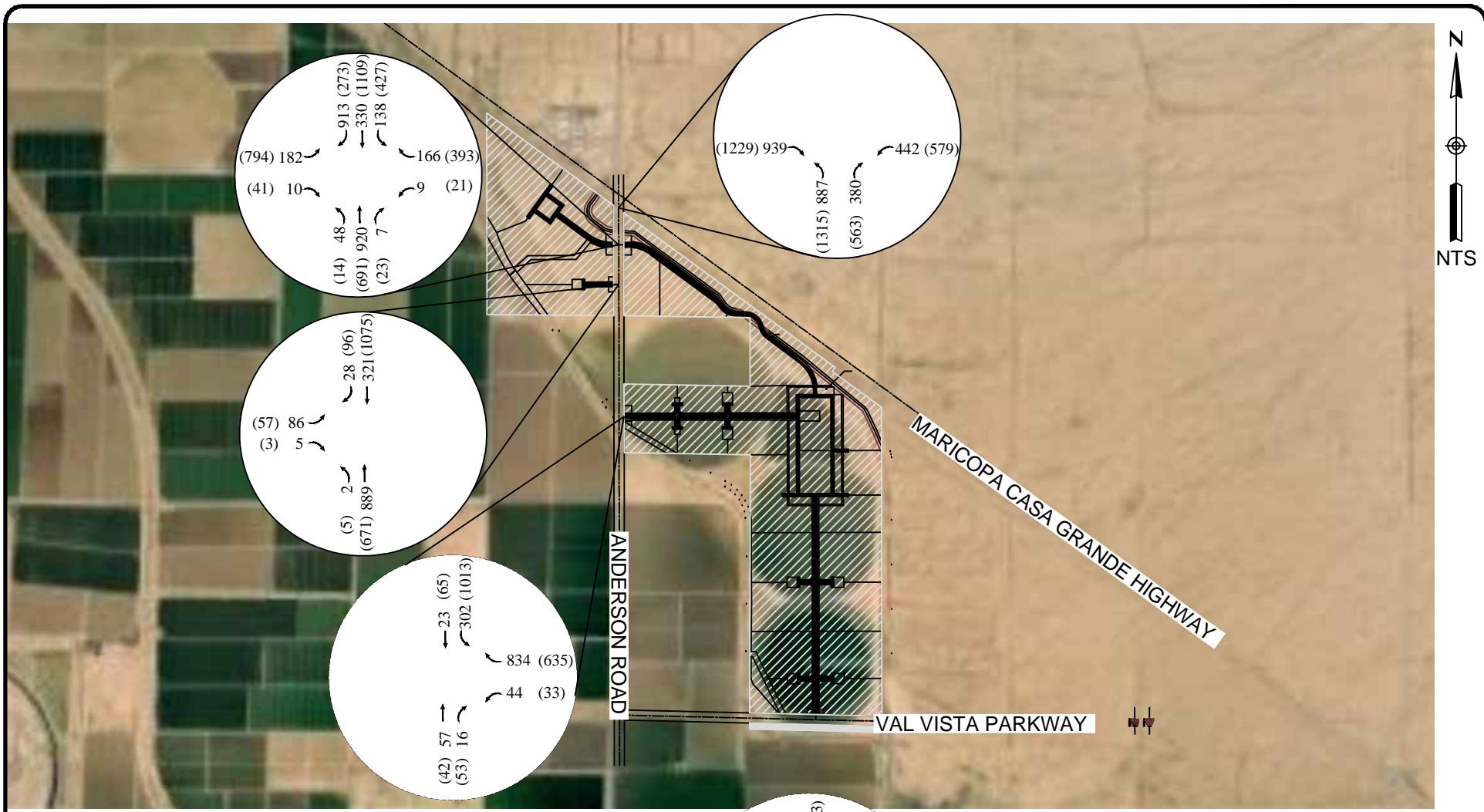
- 5% to/from south on Anderson Road
- 30% to/from the east on Maricopa Casa Grande Highway
- 65% to/from the west on Maricopa Casa Grande Highway.

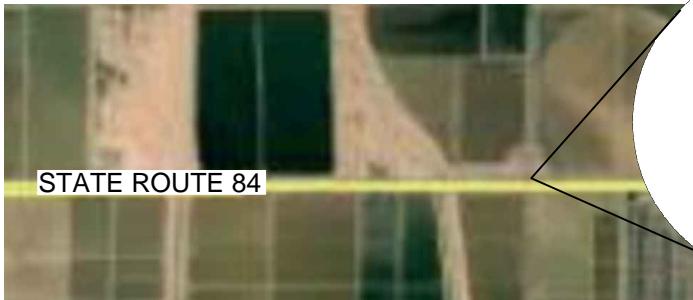
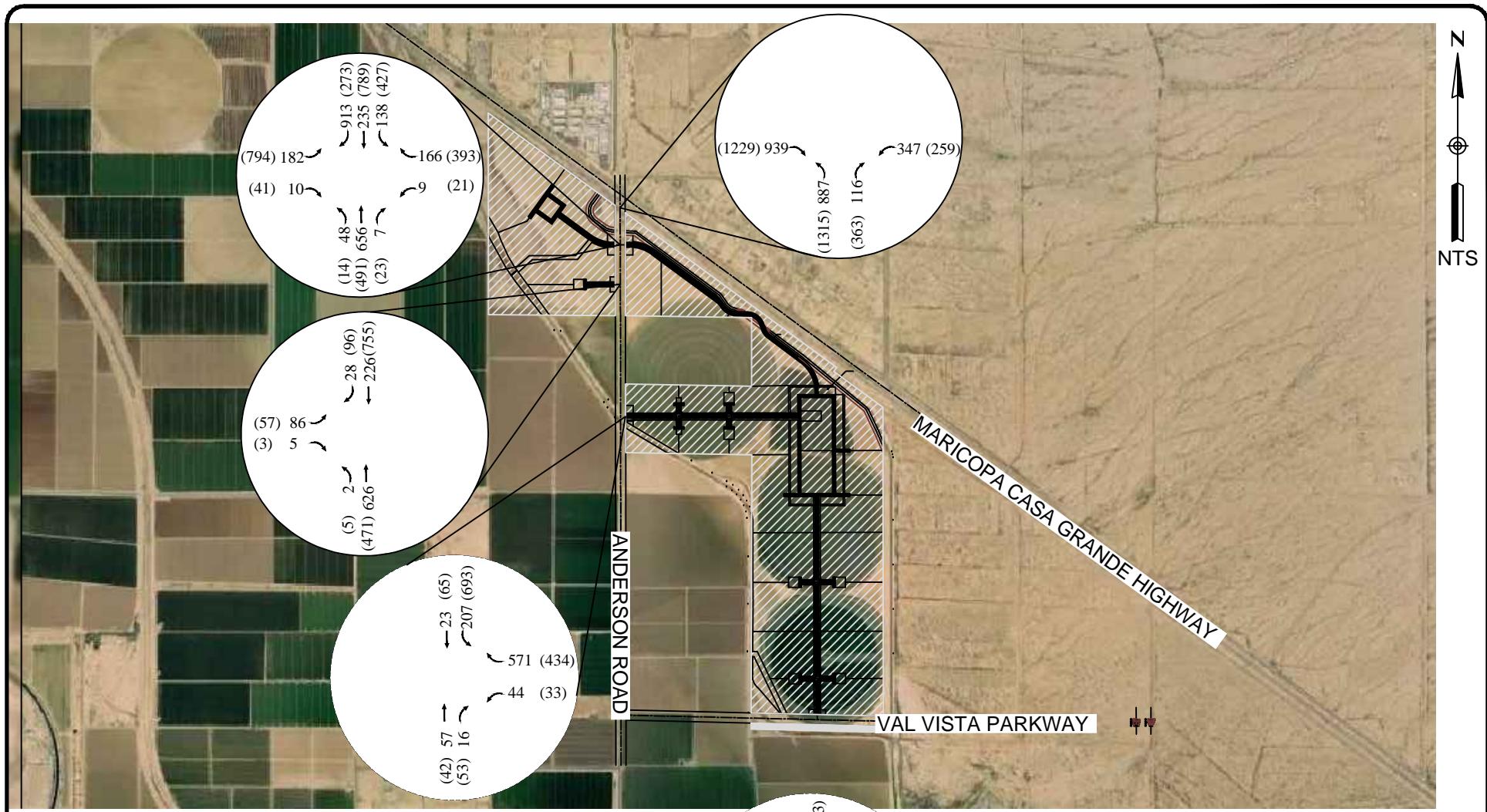
Once Val Vista Parkway is completed, it is projected that the traffic utilizing the southern access from Anderson Road will access this roadway via Val Vista Parkway.

The O-D utilized for the study is shown in Exhibit 5. Trip assignment for 2015, 2020 and 2025 are shown in Exhibit 6. By 2030 with the full build-out of the site, additional capacity is required for the site to function at acceptable LOS, therefore Val Vista Parkway is recommended to be constructed from the south of the site to its eastern connection to Maricopa Casa Grande Highway. This connection allows for site trips headed to the east to utilize this additional access and Exhibit 7 shows the trip assignment for 2030.



* VIA ANDERSON ROAD OR
VAL VISTA PARKWAY





NOTE:

ANDERSON ROAD/SR 84 INTERSECTION
IS LOCATED APPROX 7.2 MILES SOUTH
OF THE MARICOPA CASA GRANDE
HIGHWAY/ANDERSON ROAD
INTERSECTION.

ATTACHMENT C
PROPOSED DEVELOPMENT TRIP GENERATION

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL A			
ITE LAND USE CATEGORY AND CODE	BUSINESS PARK - 770			
INDEPENDENT VARIABLE	1,000 SQUARE FEET			
SIZE	518.800			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	16			
AVERAGE SIZE	393			
MINIMUM RATE	5.56	1,443	1,442	2,885
AVERAGE RATE	12.44	3,227	3,227	6,454
MAXIMUM RATE	27.96	7,253	7,253	14,506
STANDARD DEVIATION	5.61			
EQUATION: $T = 10.62 * (X) + 715.61$	$R^2 = 0.89$	3,113	3,112	6,225
LARGEST OF AVERAGE OR EQUATION		3,227	3,227	6,454
AM PEAK HOUR ADJACENT STREET		85%	15%	
NUMBER OF STUDIES	20			
AVERAGE SIZE	384			
MINIMUM RATE	0.65	286	51	337
AVERAGE RATE	1.40	617	109	726
MAXIMUM RATE	2.90	1,279	226	1,505
STANDARD DEVIATION	1.32			
EQUATION: $\ln(T) = 0.97 * \ln(X) + 0.49$	$R^2 = 0.86$	597	105	702
LARGEST OF AVERAGE OR EQUATION		617	109	726
AM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
PM PEAK HOUR ADJACENT STREET		26%	74%	
NUMBER OF STUDIES	21			
AVERAGE SIZE	396			
MINIMUM RATE	0.55	74	211	285
AVERAGE RATE	1.26	170	484	654
MAXIMUM RATE	2.97	401	1,140	1,541
STANDARD DEVIATION	1.26			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.85$	$R^2 = 0.82$	169	481	650
LARGEST OF AVERAGE OR EQUATION		170	484	654
PM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL A			
ITE LAND USE CATEGORY AND CODE	BUSINESS PARK - 770			
INDEPENDENT VARIABLE	1,000 SQUARE FEET			
SIZE	518.800			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	11			
AVERAGE SIZE	485			
MINIMUM RATE	1.10	286	285	571
AVERAGE RATE	2.56	664	664	1,328
MAXIMUM RATE	5.30	1,375	1,375	2,750
STANDARD DEVIATION	1.96			
EQUATION: $\ln(T) = 0.83 * \ln(X) + 1.94$	$R^2 = 0.81$	624	623	1,247
LARGEST OF AVERAGE OR EQUATION		664	664	1,328
PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	11			
AVERAGE SIZE	485			
MINIMUM RATE	0.74	192	192	384
AVERAGE RATE	1.29	335	334	669
MAXIMUM RATE	2.28	592	591	1,183
STANDARD DEVIATION	1.27			
EQUATION: $\ln(T) = 0.99 * \ln(X) + 0.27$	$R^2 = 0.86$	319	319	638
LARGEST OF AVERAGE OR EQUATION		335	334	669
PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL B			
ITE LAND USE CATEGORY AND CODE	BUSINESS PARK - 770			
INDEPENDENT VARIABLE	1,000 SQUARE FEET			
SIZE	161.934			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	16			
AVERAGE SIZE	393			
MINIMUM RATE	5.56	450	450	900
AVERAGE RATE	12.44	1,007	1,007	2,014
MAXIMUM RATE	27.96	2,264	2,264	4,528
STANDARD DEVIATION	5.61			
EQUATION: $T = 10.62 * (X) + 715.61$	$R^2 = 0.89$	1,218	1,217	2,435
LARGEST OF AVERAGE OR EQUATION		1,218	1,217	2,435
AM PEAK HOUR ADJACENT STREET		85%	15%	
NUMBER OF STUDIES	20			
AVERAGE SIZE	384			
MINIMUM RATE	0.65	89	16	105
AVERAGE RATE	1.40	193	34	227
MAXIMUM RATE	2.90	400	70	470
STANDARD DEVIATION	1.32			
EQUATION: $\ln(T) = 0.97 * \ln(X) + 0.49$	$R^2 = 0.86$	193	34	227
LARGEST OF AVERAGE OR EQUATION		193	34	227
AM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
PM PEAK HOUR ADJACENT STREET		26%	74%	
NUMBER OF STUDIES	21			
AVERAGE SIZE	396			
MINIMUM RATE	0.55	23	66	89
AVERAGE RATE	1.26	53	151	204
MAXIMUM RATE	2.97	125	356	481
STANDARD DEVIATION	1.26			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.85$	$R^2 = 0.82$	59	169	228
LARGEST OF AVERAGE OR EQUATION		59	169	228
PM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL B			
ITE LAND USE CATEGORY AND CODE	BUSINESS PARK - 770			
INDEPENDENT VARIABLE	1,000 SQUARE FEET			
SIZE	161.934			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	11			
AVERAGE SIZE	485			
MINIMUM RATE	1.10	89	89	178
AVERAGE RATE	2.56	208	207	415
MAXIMUM RATE	5.30	429	429	858
STANDARD DEVIATION	1.96			
EQUATION: $\ln(T) = 0.83 * \ln(X) + 1.94$	$R^2 = 0.81$	238	237	475
LARGEST OF AVERAGE OR EQUATION		238	237	475
PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	11			
AVERAGE SIZE	485			
MINIMUM RATE	0.74	60	60	120
AVERAGE RATE	1.29	105	104	209
MAXIMUM RATE	2.28	185	184	369
STANDARD DEVIATION	1.27			
EQUATION: $\ln(T) = 0.99 * \ln(X) + 0.27$	$R^2 = 0.86$	101	101	202
LARGEST OF AVERAGE OR EQUATION		105	104	209
PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA

PROJECT	ANDERSON RUSSELL		
PARCEL	PARCEL C		
ITE LAND USE CATEGORY AND CODE	SHOPPING CENTER - 820		
INDEPENDENT VARIABLE	1,000 SQUARE FEET		
SIZE	46.174		
		TRIPS	
		ENTERING	EXITING
WEEKDAY DAILY		50%	50%
NUMBER OF STUDIES	302		
AVERAGE SIZE	331		
MINIMUM RATE	12.50	289	288
AVERAGE RATE	42.70	986	986
MAXIMUM RATE	270.89	6,254	6,254
STANDARD DEVIATION	21.25		
EQUATION: $LN(T) = 0.65 * LN(X) + 5.83$	$R^2 = 0.79$	2,055	2,055
LARGEST OF AVERAGE OR EQUATION		2,055	2,055
AM PEAK HOUR ADJACENT STREET		62%	38%
NUMBER OF STUDIES	104		
AVERAGE SIZE	310		
MINIMUM RATE	0.10	3	2
AVERAGE RATE	0.96	27	17
MAXIMUM RATE	9.05	259	159
STANDARD DEVIATION	1.31		
EQUATION: $LN(T) = 0.61 * LN(X) + 2.24$	$R^2 = 0.56$	60	37
LARGEST OF AVERAGE OR EQUATION		60	37
AM PEAK HOUR GENERATOR		NA	NA
NUMBER OF STUDIES	NA		
AVERAGE SIZE	NA		
MINIMUM RATE	NA	NA	NA
AVERAGE RATE	NA	NA	NA
MAXIMUM RATE	NA	NA	NA
STANDARD DEVIATION	NA		
EQUATION: NOT PROVIDED	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA
PM PEAK HOUR ADJACENT STREET		48%	52%
NUMBER OF STUDIES	426		
AVERAGE SIZE	376		
MINIMUM RATE	0.68	15	16
AVERAGE RATE	3.71	82	89
MAXIMUM RATE	29.27	649	703
STANDARD DEVIATION	2.74		
EQUATION: $LN(T) = 0.67 * LN(X) + 3.31$	$R^2 = 0.81$	171	186
LARGEST OF AVERAGE OR EQUATION		171	186
PM PEAK HOUR GENERATOR		NA	NA
NUMBER OF STUDIES	NA		
AVERAGE SIZE	NA		
MINIMUM RATE	NA	NA	NA
AVERAGE RATE	NA	NA	NA
MAXIMUM RATE	NA	NA	NA
STANDARD DEVIATION	NA		
EQUATION: NOT PROVIDED	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL C			
ITE LAND USE CATEGORY AND CODE	SHOPPING CENTER - 820			
INDEPENDENT VARIABLE	1,000 SQUARE FEET			
SIZE	46.174			
	TRIPS			
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	123			
AVERAGE SIZE	450			
MINIMUM RATE	16.70	386	385	771
AVERAGE RATE	49.97	1,154	1,153	2,307
MAXIMUM RATE	227.50	5,252	5,252	10,504
STANDARD DEVIATION	22.62			
EQUATION: $LN(T) = 0.63 * LN(X) + 6.23$	$R^2 = 0.82$	2,839	2,839	5,678
LARGEST OF AVERAGE OR EQUATION		2,839	2,839	5,678
PEAK HOUR GENERATOR		52%	48%	
NUMBER OF STUDIES	128			
AVERAGE SIZE	458			
MINIMUM RATE	1.46	35	32	67
AVERAGE RATE	4.82	116	107	223
MAXIMUM RATE	18.32	440	406	846
STANDARD DEVIATION	3.10			
EQUATION: $LN(T) = 0.65 * LN(X) + 3.78$	$R^2 = 0.83$	275	254	529
LARGEST OF AVERAGE OR EQUATION		275	254	529
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	439			
MINIMUM RATE	4.15	96	96	192
AVERAGE RATE	25.24	583	582	1,165
MAXIMUM RATE	148.15	3,421	3,420	6,841
STANDARD DEVIATION	17.23			
EQUATION: $T = 15.63 * (X) + 4214.46$	$R^2 = 0.52$	2,468	2,468	4,936
LARGEST OF AVERAGE OR EQUATION		2,468	2,468	4,936
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	39			
AVERAGE SIZE	369			
MINIMUM RATE	0.39	9	9	18
AVERAGE RATE	3.12	71	73	144
MAXIMUM RATE	12.40	281	292	573
STANDARD DEVIATION	2.78			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		71	73	144

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL D			
ITE LAND USE CATEGORY AND CODE	BUSINESS PARK - 770			
INDEPENDENT VARIABLE	1,000 SQUARE FEET			
SIZE	454.766			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	16			
AVERAGE SIZE	393			
MINIMUM RATE	5.56	1,265	1,264	2,529
AVERAGE RATE	12.44	2,829	2,828	5,657
MAXIMUM RATE	27.96	6,358	6,357	12,715
STANDARD DEVIATION	5.61			
EQUATION: $T = 10.62 * (X) + 715.61$	$R^2 = 0.89$	2,773	2,772	5,545
LARGEST OF AVERAGE OR EQUATION		2,829	2,828	5,657
AM PEAK HOUR ADJACENT STREET		85%	15%	
NUMBER OF STUDIES	20			
AVERAGE SIZE	384			
MINIMUM RATE	0.65	252	44	296
AVERAGE RATE	1.40	541	96	637
MAXIMUM RATE	2.90	1,121	198	1,319
STANDARD DEVIATION	1.32			
EQUATION: $\ln(T) = 0.97 * \ln(X) + 0.49$	$R^2 = 0.86$	525	93	618
LARGEST OF AVERAGE OR EQUATION		541	96	637
AM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
PM PEAK HOUR ADJACENT STREET		26%	74%	
NUMBER OF STUDIES	21			
AVERAGE SIZE	396			
MINIMUM RATE	0.55	65	185	250
AVERAGE RATE	1.26	149	424	573
MAXIMUM RATE	2.97	351	1,000	1,351
STANDARD DEVIATION	1.26			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.85$	$R^2 = 0.82$	150	427	577
LARGEST OF AVERAGE OR EQUATION		150	427	577
PM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL D			
ITE LAND USE CATEGORY AND CODE	BUSINESS PARK - 770			
INDEPENDENT VARIABLE	1,000 SQUARE FEET			
SIZE	454.766			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	11			
AVERAGE SIZE	485			
MINIMUM RATE	1.10	250	250	500
AVERAGE RATE	2.56	582	582	1,164
MAXIMUM RATE	5.30	1,205	1,205	2,410
STANDARD DEVIATION	1.96			
EQUATION: $\ln(T) = 0.83 * \ln(X) + 1.94$	$R^2 = 0.81$	559	559	1,118
LARGEST OF AVERAGE OR EQUATION		582	582	1,164
PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	11			
AVERAGE SIZE	485			
MINIMUM RATE	0.74	169	168	337
AVERAGE RATE	1.29	294	293	587
MAXIMUM RATE	2.28	519	518	1,037
STANDARD DEVIATION	1.27			
EQUATION: $\ln(T) = 0.99 * \ln(X) + 0.27$	$R^2 = 0.86$	280	280	560
LARGEST OF AVERAGE OR EQUATION		294	293	587
PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL E			
ITE LAND USE CATEGORY AND CODE	SHOPPING CENTER - 820			
INDEPENDENT VARIABLE	1,000 SQUARE FEET			
SIZE	90.169			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	302			
AVERAGE SIZE	331			
MINIMUM RATE	12.50	564	563	1,127
AVERAGE RATE	42.70	1,925	1,925	3,850
MAXIMUM RATE	270.89	12,213	12,213	24,426
STANDARD DEVIATION	21.25			
EQUATION: $LN(T) = 0.65 * LN(X) + 5.83$	$R^2 = 0.79$	3,175	3,174	6,349
LARGEST OF AVERAGE OR EQUATION		3,175	3,174	6,349
AM PEAK HOUR ADJACENT STREET		62%	38%	
NUMBER OF STUDIES	104			
AVERAGE SIZE	310			
MINIMUM RATE	0.10	6	3	9
AVERAGE RATE	0.96	54	33	87
MAXIMUM RATE	9.05	506	310	816
STANDARD DEVIATION	1.31			
EQUATION: $LN(T) = 0.61 * LN(X) + 2.24$	$R^2 = 0.56$	91	55	146
LARGEST OF AVERAGE OR EQUATION		91	55	146
AM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
PM PEAK HOUR ADJACENT STREET		48%	52%	
NUMBER OF STUDIES	426			
AVERAGE SIZE	376			
MINIMUM RATE	0.68	29	32	61
AVERAGE RATE	3.71	161	174	335
MAXIMUM RATE	29.27	1,267	1,372	2,639
STANDARD DEVIATION	2.74			
EQUATION: $LN(T) = 0.67 * LN(X) + 3.31$	$R^2 = 0.81$	268	291	559
LARGEST OF AVERAGE OR EQUATION		268	291	559
PM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL E			
ITE LAND USE CATEGORY AND CODE	SHOPPING CENTER - 820			
INDEPENDENT VARIABLE	1,000 SQUARE FEET			
SIZE	90.169			
	TRIPS			
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	123			
AVERAGE SIZE	450			
MINIMUM RATE	16.70	753	753	1,506
AVERAGE RATE	49.97	2,253	2,253	4,506
MAXIMUM RATE	227.50	10,257	10,256	20,513
STANDARD DEVIATION	22.62			
EQUATION: $LN(T) = 0.63 * LN(X) + 6.23$	$R^2 = 0.82$	4,328	4,328	8,656
LARGEST OF AVERAGE OR EQUATION		4,328	4,328	8,656
PEAK HOUR GENERATOR		52%	48%	
NUMBER OF STUDIES	128			
AVERAGE SIZE	458			
MINIMUM RATE	1.46	69	63	132
AVERAGE RATE	4.82	226	209	435
MAXIMUM RATE	18.32	859	793	1,652
STANDARD DEVIATION	3.10			
EQUATION: $LN(T) = 0.65 * LN(X) + 3.78$	$R^2 = 0.83$	425	392	817
LARGEST OF AVERAGE OR EQUATION		425	392	817
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	439			
MINIMUM RATE	4.15	187	187	374
AVERAGE RATE	25.24	1,138	1,138	2,276
MAXIMUM RATE	148.15	6,680	6,679	13,359
STANDARD DEVIATION	17.23			
EQUATION: $T = 15.63 * (X) + 4214.46$	$R^2 = 0.52$	2,812	2,812	5,624
LARGEST OF AVERAGE OR EQUATION		2,812	2,812	5,624
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	39			
AVERAGE SIZE	369			
MINIMUM RATE	0.39	17	18	35
AVERAGE RATE	3.12	138	143	281
MAXIMUM RATE	12.40	548	570	1,118
STANDARD DEVIATION	2.78			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		138	143	281

PROJECT	ANDERSON RUSSELL		
PARCEL	PARCEL F		
ITE LAND USE CATEGORY AND CODE	SHOPPING CENTER - 820		
INDEPENDENT VARIABLE	1,000 SQUARE FEET		
SIZE	176.091		
		TRIPS	
		ENTERING	EXITING
WEEKDAY DAILY		50%	50%
NUMBER OF STUDIES	302		
AVERAGE SIZE	331		
MINIMUM RATE	12.50	1,101	1,100
AVERAGE RATE	42.70	3,760	3,759
MAXIMUM RATE	270.89	23,851	23,850
STANDARD DEVIATION	21.25		
EQUATION: $LN(T) = 0.65 * LN(X) + 5.83$	$R^2 = 0.79$	4,905	4,905
LARGEST OF AVERAGE OR EQUATION		4,905	4,905
AM PEAK HOUR ADJACENT STREET		62%	38%
NUMBER OF STUDIES	104		
AVERAGE SIZE	310		
MINIMUM RATE	0.10	11	7
AVERAGE RATE	0.96	105	64
MAXIMUM RATE	9.05	988	606
STANDARD DEVIATION	1.31		
EQUATION: $LN(T) = 0.61 * LN(X) + 2.24$	$R^2 = 0.56$	136	84
LARGEST OF AVERAGE OR EQUATION		136	84
AM PEAK HOUR GENERATOR		NA	NA
NUMBER OF STUDIES	NA		
AVERAGE SIZE	NA		
MINIMUM RATE	NA	NA	NA
AVERAGE RATE	NA	NA	NA
MAXIMUM RATE	NA	NA	NA
STANDARD DEVIATION	NA		
EQUATION: NOT PROVIDED	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA
PM PEAK HOUR ADJACENT STREET		48%	52%
NUMBER OF STUDIES	426		
AVERAGE SIZE	376		
MINIMUM RATE	0.68	58	62
AVERAGE RATE	3.71	313	340
MAXIMUM RATE	29.27	2,474	2,680
STANDARD DEVIATION	2.74		
EQUATION: $LN(T) = 0.67 * LN(X) + 3.31$	$R^2 = 0.81$	420	455
LARGEST OF AVERAGE OR EQUATION		420	455
PM PEAK HOUR GENERATOR		NA	NA
NUMBER OF STUDIES	NA		
AVERAGE SIZE	NA		
MINIMUM RATE	NA	NA	NA
AVERAGE RATE	NA	NA	NA
MAXIMUM RATE	NA	NA	NA
STANDARD DEVIATION	NA		
EQUATION: NOT PROVIDED	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL F			
ITE LAND USE CATEGORY AND CODE	SHOPPING CENTER - 820			
INDEPENDENT VARIABLE	1,000 SQUARE FEET			
SIZE	176.091			
	TRIPS			
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	123			
AVERAGE SIZE	450			
MINIMUM RATE	16.70	1,471	1,470	2,941
AVERAGE RATE	49.97	4,400	4,399	8,799
MAXIMUM RATE	227.50	20,031	20,030	40,061
STANDARD DEVIATION	22.62			
EQUATION: $LN(T) = 0.63 * LN(X) + 6.23$	$R^2 = 0.82$	6,599	6,598	13,197
LARGEST OF AVERAGE OR EQUATION		6,599	6,598	13,197
PEAK HOUR GENERATOR		52%	48%	
NUMBER OF STUDIES	128			
AVERAGE SIZE	458			
MINIMUM RATE	1.46	134	123	257
AVERAGE RATE	4.82	441	408	849
MAXIMUM RATE	18.32	1,678	1,548	3,226
STANDARD DEVIATION	3.10			
EQUATION: $LN(T) = 0.65 * LN(X) + 3.78$	$R^2 = 0.83$	657	606	1,263
LARGEST OF AVERAGE OR EQUATION		657	606	1,263
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	439			
MINIMUM RATE	4.15	366	365	731
AVERAGE RATE	25.24	2,223	2,222	4,445
MAXIMUM RATE	148.15	13,044	13,044	26,088
STANDARD DEVIATION	17.23			
EQUATION: $T = 15.63 * (X) + 4214.46$	$R^2 = 0.52$	3,484	3,483	6,967
LARGEST OF AVERAGE OR EQUATION		3,484	3,483	6,967
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	39			
AVERAGE SIZE	369			
MINIMUM RATE	0.39	34	35	69
AVERAGE RATE	3.12	269	280	549
MAXIMUM RATE	12.40	1,070	1,114	2,184
STANDARD DEVIATION	2.78			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		269	280	549

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL G			
ITE LAND USE CATEGORY AND CODE	APARTMENT - 220			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	458			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	88			
AVERAGE SIZE	210			
MINIMUM RATE	1.27	291	291	582
AVERAGE RATE	6.65	1,523	1,523	3,046
MAXIMUM RATE	12.50	2,863	2,862	5,725
STANDARD DEVIATION	3.07			
EQUATION: $T = 6.06 * (X) + 123.56$	$R^2 = 0.87$	1,450	1,449	2,899
LARGEST OF AVERAGE OR EQUATION		1,523	1,523	3,046
AM PEAK HOUR ADJACENT STREET		20%	80%	
NUMBER OF STUDIES	78			
AVERAGE SIZE	235			
MINIMUM RATE	0.10	9	37	46
AVERAGE RATE	0.51	47	187	234
MAXIMUM RATE	1.02	93	374	467
STANDARD DEVIATION	0.73			
EQUATION: $T = 0.49 * (X) + 3.73$	$R^2 = 0.83$	46	182	228
LARGEST OF AVERAGE OR EQUATION		47	187	234
AM PEAK HOUR GENERATOR		29%	71%	
NUMBER OF STUDIES	83			
AVERAGE SIZE	230			
MINIMUM RATE	0.10	13	33	46
AVERAGE RATE	0.55	73	179	252
MAXIMUM RATE	1.08	144	351	495
STANDARD DEVIATION	0.76			
EQUATION: $T = 0.54 * (X) + 2.45$	$R^2 = 0.82$	73	177	250
LARGEST OF AVERAGE OR EQUATION		73	179	252
PM PEAK HOUR ADJACENT STREET		65%	35%	
NUMBER OF STUDIES	90			
AVERAGE SIZE	233			
MINIMUM RATE	0.10	30	16	46
AVERAGE RATE	0.62	185	99	284
MAXIMUM RATE	1.64	488	263	751
STANDARD DEVIATION	0.82			
EQUATION: $T = 0.55 * (X) + 17.65$	$R^2 = 0.77$	176	94	270
LARGEST OF AVERAGE OR EQUATION		185	99	284
PM PEAK HOUR GENERATOR		61%	39%	
NUMBER OF STUDIES	85			
AVERAGE SIZE	229			
MINIMUM RATE	0.10	28	18	46
AVERAGE RATE	0.67	187	120	307
MAXIMUM RATE	1.64	458	293	751
STANDARD DEVIATION	0.85			
EQUATION: $T = 0.60 * (X) + 14.91$	$R^2 = 0.80$	177	113	290
LARGEST OF AVERAGE OR EQUATION		187	120	307

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL G			
ITE LAND USE CATEGORY AND CODE	APARTMENT - 220			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	458			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	15			
AVERAGE SIZE	175			
MINIMUM RATE	2.84	651	650	1,301
AVERAGE RATE	6.39	1,464	1,463	2,927
MAXIMUM RATE	8.40	1,924	1,923	3,847
STANDARD DEVIATION	2.99			
EQUATION: $T = 7.85 * (X) - 256.19$	$R^2 = 0.85$	1,670	1,669	3,339
LARGEST OF AVERAGE OR EQUATION		1,670	1,669	3,339
PEAK HOUR GENERATOR		50%	50%	
NUMBER OF STUDIES	14			
AVERAGE SIZE	178			
MINIMUM RATE	0.26	60	59	119
AVERAGE RATE	0.52	119	119	238
MAXIMUM RATE	1.05	241	240	481
STANDARD DEVIATION	0.74			
EQUATION: $T = 0.41 * (X) + 19.23$	$R^2 = 0.56$	104	103	207
LARGEST OF AVERAGE OR EQUATION		119	119	238
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	14			
AVERAGE SIZE	182			
MINIMUM RATE	3.21	735	735	1,470
AVERAGE RATE	5.86	1,342	1,342	2,684
MAXIMUM RATE	7.53	1,725	1,724	3,449
STANDARD DEVIATION	2.73			
EQUATION: $T = 6.42 * (X) - 101.12$	$R^2 = 0.82$	1,420	1,419	2,839
LARGEST OF AVERAGE OR EQUATION		1,420	1,419	2,839
PEAK HOUR GENERATOR		50%	50%	
NUMBER OF STUDIES	13			
AVERAGE SIZE	186			
MINIMUM RATE	0.26	60	59	119
AVERAGE RATE	0.51	117	117	234
MAXIMUM RATE	1.43	328	327	655
STANDARD DEVIATION	0.75			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		117	117	234

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL H			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	84			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	56			
AVERAGE SIZE	179			
MINIMUM RATE	1.53	65	64	129
AVERAGE RATE	5.81	244	244	488
MAXIMUM RATE	11.79	495	495	990
STANDARD DEVIATION	3.11			
EQUATION: $LN(T) = 0.87 * LN(X) + 2.46$	$R^2 = 0.80$	277	276	553
LARGEST OF AVERAGE OR EQUATION		277	276	553
AM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	59			
AVERAGE SIZE	213			
MINIMUM RATE	0.15	2	11	13
AVERAGE RATE	0.44	6	31	37
MAXIMUM RATE	1.61	23	112	135
STANDARD DEVIATION	0.69			
EQUATION: $LN(T) = 0.80 * LN(X) + 0.26$	$R^2 = 0.76$	8	37	45
LARGEST OF AVERAGE OR EQUATION		8	37	45
AM PEAK HOUR GENERATOR		19%	81%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	196			
MINIMUM RATE	0.15	2	11	13
AVERAGE RATE	0.44	7	30	37
MAXIMUM RATE	0.97	15	66	81
STANDARD DEVIATION	0.68			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.15$	$R^2 = 0.80$	8	36	44
LARGEST OF AVERAGE OR EQUATION		8	36	44
PM PEAK HOUR ADJACENT STREET		67%	33%	
NUMBER OF STUDIES	62			
AVERAGE SIZE	205			
MINIMUM RATE	0.18	10	5	15
AVERAGE RATE	0.52	29	15	44
MAXIMUM RATE	1.24	70	34	104
STANDARD DEVIATION	0.75			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.32$	$R^2 = 0.80$	35	17	52
LARGEST OF AVERAGE OR EQUATION		35	17	52
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	52			
AVERAGE SIZE	199			
MINIMUM RATE	0.18	10	5	15
AVERAGE RATE	0.52	28	16	44
MAXIMUM RATE	1.24	67	37	104
STANDARD DEVIATION	0.75			
EQUATION: $T = 0.34 * (X) + 35.87$	$R^2 = 0.82$	41	23	64
LARGEST OF AVERAGE OR EQUATION		41	23	64

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL H			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	84			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.17	49	49	98
AVERAGE RATE	5.67	238	238	476
MAXIMUM RATE	11.40	479	479	958
STANDARD DEVIATION	3.10			
EQUATION: $T = 3.62 * (X) + 427.93$	$R^2 = 0.84$	366	366	732
LARGEST OF AVERAGE OR EQUATION		366	366	732
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.14	6	6	12
AVERAGE RATE	0.47	21	18	39
MAXIMUM RATE	0.93	42	36	78
STANDARD DEVIATION	0.71			
EQUATION: $T = 0.29 * (X) + 42.63$	$R^2 = 0.84$	36	31	67
LARGEST OF AVERAGE OR EQUATION		36	31	67
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.36	57	57	114
AVERAGE RATE	4.84	204	203	407
MAXIMUM RATE	8.56	360	359	719
STANDARD DEVIATION	2.71			
EQUATION: $T = 3.13 * (X) + 357.26$	$R^2 = 0.88$	310	310	620
LARGEST OF AVERAGE OR EQUATION		310	310	620
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.16	6	7	13
AVERAGE RATE	0.45	19	19	38
MAXIMUM RATE	1.07	44	46	90
STANDARD DEVIATION	0.70			
EQUATION: $T = 0.23 * (X) + 50.01$	$R^2 = 0.78$	34	35	69
LARGEST OF AVERAGE OR EQUATION		34	35	69

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL I			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	133			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	56			
AVERAGE SIZE	179			
MINIMUM RATE	1.53	102	101	203
AVERAGE RATE	5.81	387	386	773
MAXIMUM RATE	11.79	784	784	1,568
STANDARD DEVIATION	3.11			
EQUATION: $LN(T) = 0.87 * LN(X) + 2.46$	$R^2 = 0.80$	412	412	824
LARGEST OF AVERAGE OR EQUATION		412	412	824
AM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	59			
AVERAGE SIZE	213			
MINIMUM RATE	0.15	3	17	20
AVERAGE RATE	0.44	10	49	59
MAXIMUM RATE	1.61	36	178	214
STANDARD DEVIATION	0.69			
EQUATION: $LN(T) = 0.80 * LN(X) + 0.26$	$R^2 = 0.76$	11	54	65
LARGEST OF AVERAGE OR EQUATION		11	54	65
AM PEAK HOUR GENERATOR		19%	81%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	196			
MINIMUM RATE	0.15	4	16	20
AVERAGE RATE	0.44	11	48	59
MAXIMUM RATE	0.97	25	104	129
STANDARD DEVIATION	0.68			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.15$	$R^2 = 0.80$	12	52	64
LARGEST OF AVERAGE OR EQUATION		12	52	64
PM PEAK HOUR ADJACENT STREET		67%	33%	
NUMBER OF STUDIES	62			
AVERAGE SIZE	205			
MINIMUM RATE	0.18	16	8	24
AVERAGE RATE	0.52	46	23	69
MAXIMUM RATE	1.24	111	54	165
STANDARD DEVIATION	0.75			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.32$	$R^2 = 0.80$	51	25	76
LARGEST OF AVERAGE OR EQUATION		51	25	76
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	52			
AVERAGE SIZE	199			
MINIMUM RATE	0.18	15	9	24
AVERAGE RATE	0.52	44	25	69
MAXIMUM RATE	1.24	106	59	165
STANDARD DEVIATION	0.75			
EQUATION: $T = 0.34 * (X) + 35.87$	$R^2 = 0.82$	52	29	81
LARGEST OF AVERAGE OR EQUATION		52	29	81

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL I			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	133			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.17	78	78	156
AVERAGE RATE	5.67	377	377	754
MAXIMUM RATE	11.40	758	758	1,516
STANDARD DEVIATION	3.10			
EQUATION: $T = 3.62 * (X) + 427.93$	$R^2 = 0.84$	455	454	909
LARGEST OF AVERAGE OR EQUATION		455	454	909
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.14	10	9	19
AVERAGE RATE	0.47	34	29	63
MAXIMUM RATE	0.93	67	57	124
STANDARD DEVIATION	0.71			
EQUATION: $T = 0.29 * (X) + 42.63$	$R^2 = 0.84$	44	37	81
LARGEST OF AVERAGE OR EQUATION		44	37	81
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.36	91	90	181
AVERAGE RATE	4.84	322	322	644
MAXIMUM RATE	8.56	569	569	1,138
STANDARD DEVIATION	2.71			
EQUATION: $T = 3.13 * (X) + 357.26$	$R^2 = 0.88$	387	387	774
LARGEST OF AVERAGE OR EQUATION		387	387	774
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.16	10	11	21
AVERAGE RATE	0.45	29	31	60
MAXIMUM RATE	1.07	70	72	142
STANDARD DEVIATION	0.70			
EQUATION: $T = 0.23 * (X) + 50.01$	$R^2 = 0.78$	40	41	81
LARGEST OF AVERAGE OR EQUATION		40	41	81

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL J			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	82			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	56			
AVERAGE SIZE	179			
MINIMUM RATE	1.53	63	62	125
AVERAGE RATE	5.81	238	238	476
MAXIMUM RATE	11.79	484	483	967
STANDARD DEVIATION	3.11			
EQUATION: $LN(T) = 0.87 * LN(X) + 2.46$	$R^2 = 0.80$	271	270	541
LARGEST OF AVERAGE OR EQUATION		271	270	541
AM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	59			
AVERAGE SIZE	213			
MINIMUM RATE	0.15	2	10	12
AVERAGE RATE	0.44	6	30	36
MAXIMUM RATE	1.61	22	110	132
STANDARD DEVIATION	0.69			
EQUATION: $LN(T) = 0.80 * LN(X) + 0.26$	$R^2 = 0.76$	7	37	44
LARGEST OF AVERAGE OR EQUATION		7	37	44
AM PEAK HOUR GENERATOR		19%	81%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	196			
MINIMUM RATE	0.15	2	10	12
AVERAGE RATE	0.44	7	29	36
MAXIMUM RATE	0.97	15	65	80
STANDARD DEVIATION	0.68			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.15$	$R^2 = 0.80$	8	35	43
LARGEST OF AVERAGE OR EQUATION		8	35	43
PM PEAK HOUR ADJACENT STREET		67%	33%	
NUMBER OF STUDIES	62			
AVERAGE SIZE	205			
MINIMUM RATE	0.18	10	5	15
AVERAGE RATE	0.52	29	14	43
MAXIMUM RATE	1.24	68	34	102
STANDARD DEVIATION	0.75			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.32$	$R^2 = 0.80$	34	17	51
LARGEST OF AVERAGE OR EQUATION		34	17	51
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	52			
AVERAGE SIZE	199			
MINIMUM RATE	0.18	10	5	15
AVERAGE RATE	0.52	28	15	43
MAXIMUM RATE	1.24	65	37	102
STANDARD DEVIATION	0.75			
EQUATION: $T = 0.34 * (X) + 35.87$	$R^2 = 0.82$	41	23	64
LARGEST OF AVERAGE OR EQUATION		41	23	64

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL J			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	82			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.17	48	48	96
AVERAGE RATE	5.67	233	232	465
MAXIMUM RATE	11.40	468	467	935
STANDARD DEVIATION	3.10			
EQUATION: $T = 3.62 * (X) + 427.93$	$R^2 = 0.84$	363	362	725
LARGEST OF AVERAGE OR EQUATION		363	362	725
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.14	6	5	11
AVERAGE RATE	0.47	21	18	39
MAXIMUM RATE	0.93	41	35	76
STANDARD DEVIATION	0.71			
EQUATION: $T = 0.29 * (X) + 42.63$	$R^2 = 0.84$	36	30	66
LARGEST OF AVERAGE OR EQUATION		36	30	66
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.36	56	56	112
AVERAGE RATE	4.84	199	198	397
MAXIMUM RATE	8.56	351	351	702
STANDARD DEVIATION	2.71			
EQUATION: $T = 3.13 * (X) + 357.26$	$R^2 = 0.88$	307	307	614
LARGEST OF AVERAGE OR EQUATION		307	307	614
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.16	6	7	13
AVERAGE RATE	0.45	18	19	37
MAXIMUM RATE	1.07	43	45	88
STANDARD DEVIATION	0.70			
EQUATION: $T = 0.23 * (X) + 50.01$	$R^2 = 0.78$	34	35	69
LARGEST OF AVERAGE OR EQUATION		34	35	69

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL K			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	73			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	56			
AVERAGE SIZE	179			
MINIMUM RATE	1.53	56	56	112
AVERAGE RATE	5.81	212	212	424
MAXIMUM RATE	11.79	431	430	861
STANDARD DEVIATION	3.11			
EQUATION: $LN(T) = 0.87 * LN(X) + 2.46$	$R^2 = 0.80$	245	244	489
LARGEST OF AVERAGE OR EQUATION		245	244	489
AM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	59			
AVERAGE SIZE	213			
MINIMUM RATE	0.15	2	9	11
AVERAGE RATE	0.44	5	27	32
MAXIMUM RATE	1.61	20	98	118
STANDARD DEVIATION	0.69			
EQUATION: $LN(T) = 0.80 * LN(X) + 0.26$	$R^2 = 0.76$	7	33	40
LARGEST OF AVERAGE OR EQUATION		7	33	40
AM PEAK HOUR GENERATOR		19%	81%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	196			
MINIMUM RATE	0.15	2	9	11
AVERAGE RATE	0.44	6	26	32
MAXIMUM RATE	0.97	13	58	71
STANDARD DEVIATION	0.68			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.15$	$R^2 = 0.80$	7	32	39
LARGEST OF AVERAGE OR EQUATION		7	32	39
PM PEAK HOUR ADJACENT STREET		67%	33%	
NUMBER OF STUDIES	62			
AVERAGE SIZE	205			
MINIMUM RATE	0.18	9	4	13
AVERAGE RATE	0.52	25	13	38
MAXIMUM RATE	1.24	61	30	91
STANDARD DEVIATION	0.75			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.32$	$R^2 = 0.80$	31	15	46
LARGEST OF AVERAGE OR EQUATION		31	15	46
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	52			
AVERAGE SIZE	199			
MINIMUM RATE	0.18	8	5	13
AVERAGE RATE	0.52	24	14	38
MAXIMUM RATE	1.24	58	33	91
STANDARD DEVIATION	0.75			
EQUATION: $T = 0.34 * (X) + 35.87$	$R^2 = 0.82$	39	22	61
LARGEST OF AVERAGE OR EQUATION		39	22	61

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL K			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	73			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.17	43	42	85
AVERAGE RATE	5.67	207	207	414
MAXIMUM RATE	11.40	416	416	832
STANDARD DEVIATION	3.10			
EQUATION: $T = 3.62 * (X) + 427.93$	$R^2 = 0.84$	346	346	692
LARGEST OF AVERAGE OR EQUATION		346	346	692
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.14	5	5	10
AVERAGE RATE	0.47	18	16	34
MAXIMUM RATE	0.93	37	31	68
STANDARD DEVIATION	0.71			
EQUATION: $T = 0.29 * (X) + 42.63$	$R^2 = 0.84$	35	29	64
LARGEST OF AVERAGE OR EQUATION		35	29	64
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.36	50	49	99
AVERAGE RATE	4.84	177	176	353
MAXIMUM RATE	8.56	313	312	625
STANDARD DEVIATION	2.71			
EQUATION: $T = 3.13 * (X) + 357.26$	$R^2 = 0.88$	293	293	586
LARGEST OF AVERAGE OR EQUATION		293	293	586
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.16	6	6	12
AVERAGE RATE	0.45	16	17	33
MAXIMUM RATE	1.07	38	40	78
STANDARD DEVIATION	0.70			
EQUATION: $T = 0.23 * (X) + 50.01$	$R^2 = 0.78$	33	34	67
LARGEST OF AVERAGE OR EQUATION		33	34	67

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL L			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	58			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	125	125	250
AVERAGE RATE	9.52	276	276	552
MAXIMUM RATE	21.85	634	633	1,267
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	318	318	636
LARGEST OF AVERAGE OR EQUATION		318	318	636
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	5	14	19
AVERAGE RATE	0.75	11	33	44
MAXIMUM RATE	2.27	33	99	132
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	13	37	50
LARGEST OF AVERAGE OR EQUATION		13	37	50
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	5	14	19
AVERAGE RATE	0.77	12	33	45
MAXIMUM RATE	2.27	34	98	132
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	14	39	53
LARGEST OF AVERAGE OR EQUATION		14	39	53
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	15	9	24
AVERAGE RATE	1.00	37	21	58
MAXIMUM RATE	2.98	109	64	173
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	40	24	64
LARGEST OF AVERAGE OR EQUATION		40	24	64
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	15	9	24
AVERAGE RATE	1.02	38	21	59
MAXIMUM RATE	2.98	111	62	173
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	42	24	66
LARGEST OF AVERAGE OR EQUATION		42	24	66

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL L			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	58			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	155	154	309
AVERAGE RATE	9.91	288	287	575
MAXIMUM RATE	15.25	443	442	885
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	306	306	612
LARGEST OF AVERAGE OR EQUATION		306	306	612
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	16	13	29
AVERAGE RATE	0.93	29	25	54
MAXIMUM RATE	1.75	55	47	102
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	32	28	60
LARGEST OF AVERAGE OR EQUATION		32	28	60
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	138	137	275
AVERAGE RATE	8.62	250	250	500
MAXIMUM RATE	12.31	357	357	714
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	250	250	500
LARGEST OF AVERAGE OR EQUATION		250	250	500
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	17	15	32
AVERAGE RATE	0.86	27	23	50
MAXIMUM RATE	1.48	46	40	86
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	29	26	55
LARGEST OF AVERAGE OR EQUATION		29	26	55

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL N			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	50			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	56			
AVERAGE SIZE	179			
MINIMUM RATE	1.53	39	38	77
AVERAGE RATE	5.81	146	145	291
MAXIMUM RATE	11.79	295	295	590
STANDARD DEVIATION	3.11			
EQUATION: $LN(T) = 0.87 * LN(X) + 2.46$	$R^2 = 0.80$	176	176	352
LARGEST OF AVERAGE OR EQUATION		176	176	352
AM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	59			
AVERAGE SIZE	213			
MINIMUM RATE	0.15	1	7	8
AVERAGE RATE	0.44	4	18	22
MAXIMUM RATE	1.61	14	67	81
STANDARD DEVIATION	0.69			
EQUATION: $LN(T) = 0.80 * LN(X) + 0.26$	$R^2 = 0.76$	5	25	30
LARGEST OF AVERAGE OR EQUATION		5	25	30
AM PEAK HOUR GENERATOR		19%	81%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	196			
MINIMUM RATE	0.15	2	6	8
AVERAGE RATE	0.44	4	18	22
MAXIMUM RATE	0.97	9	40	49
STANDARD DEVIATION	0.68			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.15$	$R^2 = 0.80$	6	23	29
LARGEST OF AVERAGE OR EQUATION		6	23	29
PM PEAK HOUR ADJACENT STREET		67%	33%	
NUMBER OF STUDIES	62			
AVERAGE SIZE	205			
MINIMUM RATE	0.18	6	3	9
AVERAGE RATE	0.52	17	9	26
MAXIMUM RATE	1.24	42	20	62
STANDARD DEVIATION	0.75			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.32$	$R^2 = 0.80$	23	11	34
LARGEST OF AVERAGE OR EQUATION		23	11	34
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	52			
AVERAGE SIZE	199			
MINIMUM RATE	0.18	6	3	9
AVERAGE RATE	0.52	17	9	26
MAXIMUM RATE	1.24	40	22	62
STANDARD DEVIATION	0.75			
EQUATION: $T = 0.34 * (X) + 35.87$	$R^2 = 0.82$	34	19	53
LARGEST OF AVERAGE OR EQUATION		34	19	53

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL N			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	50			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.17	30	29	59
AVERAGE RATE	5.67	142	142	284
MAXIMUM RATE	11.40	285	285	570
STANDARD DEVIATION	3.10			
EQUATION: $T = 3.62 * (X) + 427.93$	$R^2 = 0.84$	305	304	609
LARGEST OF AVERAGE OR EQUATION		305	304	609
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.14	4	3	7
AVERAGE RATE	0.47	13	11	24
MAXIMUM RATE	0.93	25	22	47
STANDARD DEVIATION	0.71			
EQUATION: $T = 0.29 * (X) + 42.63$	$R^2 = 0.84$	31	26	57
LARGEST OF AVERAGE OR EQUATION		31	26	57
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.36	34	34	68
AVERAGE RATE	4.84	121	121	242
MAXIMUM RATE	8.56	214	214	428
STANDARD DEVIATION	2.71			
EQUATION: $T = 3.13 * (X) + 357.26$	$R^2 = 0.88$	257	257	514
LARGEST OF AVERAGE OR EQUATION		257	257	514
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.16	4	4	8
AVERAGE RATE	0.45	11	12	23
MAXIMUM RATE	1.07	26	28	54
STANDARD DEVIATION	0.70			
EQUATION: $T = 0.23 * (X) + 50.01$	$R^2 = 0.78$	30	32	62
LARGEST OF AVERAGE OR EQUATION		30	32	62

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL O			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	92			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	56			
AVERAGE SIZE	179			
MINIMUM RATE	1.53	71	70	141
AVERAGE RATE	5.81	268	267	535
MAXIMUM RATE	11.79	543	542	1,085
STANDARD DEVIATION	3.11			
EQUATION: $LN(T) = 0.87 * LN(X) + 2.46$	$R^2 = 0.80$	299	299	598
LARGEST OF AVERAGE OR EQUATION		299	299	598
AM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	59			
AVERAGE SIZE	213			
MINIMUM RATE	0.15	2	12	14
AVERAGE RATE	0.44	7	33	40
MAXIMUM RATE	1.61	25	123	148
STANDARD DEVIATION	0.69			
EQUATION: $LN(T) = 0.80 * LN(X) + 0.26$	$R^2 = 0.76$	8	40	48
LARGEST OF AVERAGE OR EQUATION		8	40	48
AM PEAK HOUR GENERATOR		19%	81%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	196			
MINIMUM RATE	0.15	3	11	14
AVERAGE RATE	0.44	8	32	40
MAXIMUM RATE	0.97	17	72	89
STANDARD DEVIATION	0.68			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.15$	$R^2 = 0.80$	9	38	47
LARGEST OF AVERAGE OR EQUATION		9	38	47
PM PEAK HOUR ADJACENT STREET		67%	33%	
NUMBER OF STUDIES	62			
AVERAGE SIZE	205			
MINIMUM RATE	0.18	11	6	17
AVERAGE RATE	0.52	32	16	48
MAXIMUM RATE	1.24	76	38	114
STANDARD DEVIATION	0.75			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.32$	$R^2 = 0.80$	38	18	56
LARGEST OF AVERAGE OR EQUATION		38	18	56
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	52			
AVERAGE SIZE	199			
MINIMUM RATE	0.18	11	6	17
AVERAGE RATE	0.52	31	17	48
MAXIMUM RATE	1.24	73	41	114
STANDARD DEVIATION	0.75			
EQUATION: $T = 0.34 * (X) + 35.87$	$R^2 = 0.82$	43	24	67
LARGEST OF AVERAGE OR EQUATION		43	24	67

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL O			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	92			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.17	54	54	108
AVERAGE RATE	5.67	261	261	522
MAXIMUM RATE	11.40	525	524	1,049
STANDARD DEVIATION	3.10			
EQUATION: $T = 3.62 * (X) + 427.93$	$R^2 = 0.84$	381	380	761
LARGEST OF AVERAGE OR EQUATION		381	380	761
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.14	7	6	13
AVERAGE RATE	0.47	23	20	43
MAXIMUM RATE	0.93	46	40	86
STANDARD DEVIATION	0.71			
EQUATION: $T = 0.29 * (X) + 42.63$	$R^2 = 0.84$	37	32	69
LARGEST OF AVERAGE OR EQUATION		37	32	69
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.36	63	62	125
AVERAGE RATE	4.84	223	222	445
MAXIMUM RATE	8.56	394	394	788
STANDARD DEVIATION	2.71			
EQUATION: $T = 3.13 * (X) + 357.26$	$R^2 = 0.88$	323	322	645
LARGEST OF AVERAGE OR EQUATION		323	322	645
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.16	7	8	15
AVERAGE RATE	0.45	20	21	41
MAXIMUM RATE	1.07	48	50	98
STANDARD DEVIATION	0.70			
EQUATION: $T = 0.23 * (X) + 50.01$	$R^2 = 0.78$	35	36	71
LARGEST OF AVERAGE OR EQUATION		35	36	71

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL P			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	75			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	162	161	323
AVERAGE RATE	9.52	357	357	714
MAXIMUM RATE	21.85	820	819	1,639
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	403	403	806
LARGEST OF AVERAGE OR EQUATION		403	403	806
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	6	19	25
AVERAGE RATE	0.75	14	42	56
MAXIMUM RATE	2.27	43	127	170
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	16	46	62
LARGEST OF AVERAGE OR EQUATION		16	46	62
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	7	18	25
AVERAGE RATE	0.77	15	43	58
MAXIMUM RATE	2.27	44	126	170
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	17	48	65
LARGEST OF AVERAGE OR EQUATION		17	48	65
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	20	12	32
AVERAGE RATE	1.00	47	28	75
MAXIMUM RATE	2.98	141	83	224
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	51	30	81
LARGEST OF AVERAGE OR EQUATION		51	30	81
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	20	12	32
AVERAGE RATE	1.02	49	28	77
MAXIMUM RATE	2.98	143	81	224
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	53	30	83
LARGEST OF AVERAGE OR EQUATION		53	30	83

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL P			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	75			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	200	199	399
AVERAGE RATE	9.91	372	371	743
MAXIMUM RATE	15.25	572	572	1,144
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	389	388	777
LARGEST OF AVERAGE OR EQUATION		389	388	777
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	21	17	38
AVERAGE RATE	0.93	38	32	70
MAXIMUM RATE	1.75	71	60	131
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	41	35	76
LARGEST OF AVERAGE OR EQUATION		41	35	76
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	178	178	356
AVERAGE RATE	8.62	324	323	647
MAXIMUM RATE	12.31	462	461	923
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	324	323	647
LARGEST OF AVERAGE OR EQUATION		324	323	647
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	22	19	41
AVERAGE RATE	0.86	34	31	65
MAXIMUM RATE	1.48	59	52	111
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	37	32	69
LARGEST OF AVERAGE OR EQUATION		37	32	69

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL Q			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	101			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	56			
AVERAGE SIZE	179			
MINIMUM RATE	1.53	78	77	155
AVERAGE RATE	5.81	294	293	587
MAXIMUM RATE	11.79	596	595	1,191
STANDARD DEVIATION	3.11			
EQUATION: $LN(T) = 0.87 * LN(X) + 2.46$	$R^2 = 0.80$	325	324	649
LARGEST OF AVERAGE OR EQUATION		325	324	649
AM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	59			
AVERAGE SIZE	213			
MINIMUM RATE	0.15	3	12	15
AVERAGE RATE	0.44	7	37	44
MAXIMUM RATE	1.61	28	135	163
STANDARD DEVIATION	0.69			
EQUATION: $LN(T) = 0.80 * LN(X) + 0.26$	$R^2 = 0.76$	9	43	52
LARGEST OF AVERAGE OR EQUATION		9	43	52
AM PEAK HOUR GENERATOR		19%	81%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	196			
MINIMUM RATE	0.15	3	12	15
AVERAGE RATE	0.44	8	36	44
MAXIMUM RATE	0.97	19	79	98
STANDARD DEVIATION	0.68			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.15$	$R^2 = 0.80$	10	41	51
LARGEST OF AVERAGE OR EQUATION		10	41	51
PM PEAK HOUR ADJACENT STREET		67%	33%	
NUMBER OF STUDIES	62			
AVERAGE SIZE	205			
MINIMUM RATE	0.18	12	6	18
AVERAGE RATE	0.52	36	17	53
MAXIMUM RATE	1.24	84	41	125
STANDARD DEVIATION	0.75			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.32$	$R^2 = 0.80$	41	20	61
LARGEST OF AVERAGE OR EQUATION		41	20	61
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	52			
AVERAGE SIZE	199			
MINIMUM RATE	0.18	12	6	18
AVERAGE RATE	0.52	34	19	53
MAXIMUM RATE	1.24	80	45	125
STANDARD DEVIATION	0.75			
EQUATION: $T = 0.34 * (X) + 35.87$	$R^2 = 0.82$	45	25	70
LARGEST OF AVERAGE OR EQUATION		45	25	70

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL Q			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	101			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.17	59	59	118
AVERAGE RATE	5.67	287	286	573
MAXIMUM RATE	11.40	576	575	1,151
STANDARD DEVIATION	3.10			
EQUATION: $T = 3.62 * (X) + 427.93$	$R^2 = 0.84$	397	397	794
LARGEST OF AVERAGE OR EQUATION		397	397	794
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.14	8	6	14
AVERAGE RATE	0.47	25	22	47
MAXIMUM RATE	0.93	51	43	94
STANDARD DEVIATION	0.71			
EQUATION: $T = 0.29 * (X) + 42.63$	$R^2 = 0.84$	39	33	72
LARGEST OF AVERAGE OR EQUATION		39	33	72
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.36	69	68	137
AVERAGE RATE	4.84	245	244	489
MAXIMUM RATE	8.56	433	432	865
STANDARD DEVIATION	2.71			
EQUATION: $T = 3.13 * (X) + 357.26$	$R^2 = 0.88$	337	336	673
LARGEST OF AVERAGE OR EQUATION		337	336	673
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.16	8	8	16
AVERAGE RATE	0.45	22	23	45
MAXIMUM RATE	1.07	53	55	108
STANDARD DEVIATION	0.70			
EQUATION: $T = 0.23 * (X) + 50.01$	$R^2 = 0.78$	36	37	73
LARGEST OF AVERAGE OR EQUATION		36	37	73

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL R			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	75			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	56			
AVERAGE SIZE	179			
MINIMUM RATE	1.53	58	57	115
AVERAGE RATE	5.81	218	218	436
MAXIMUM RATE	11.79	442	442	884
STANDARD DEVIATION	3.11			
EQUATION: $LN(T) = 0.87 * LN(X) + 2.46$	$R^2 = 0.80$	251	250	501
LARGEST OF AVERAGE OR EQUATION		251	250	501
AM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	59			
AVERAGE SIZE	213			
MINIMUM RATE	0.15	2	9	11
AVERAGE RATE	0.44	6	27	33
MAXIMUM RATE	1.61	21	100	121
STANDARD DEVIATION	0.69			
EQUATION: $LN(T) = 0.80 * LN(X) + 0.26$	$R^2 = 0.76$	7	34	41
LARGEST OF AVERAGE OR EQUATION		7	34	41
AM PEAK HOUR GENERATOR		19%	81%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	196			
MINIMUM RATE	0.15	2	9	11
AVERAGE RATE	0.44	6	27	33
MAXIMUM RATE	0.97	14	59	73
STANDARD DEVIATION	0.68			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.15$	$R^2 = 0.80$	8	32	40
LARGEST OF AVERAGE OR EQUATION		8	32	40
PM PEAK HOUR ADJACENT STREET		67%	33%	
NUMBER OF STUDIES	62			
AVERAGE SIZE	205			
MINIMUM RATE	0.18	9	5	14
AVERAGE RATE	0.52	26	13	39
MAXIMUM RATE	1.24	62	31	93
STANDARD DEVIATION	0.75			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.32$	$R^2 = 0.80$	31	16	47
LARGEST OF AVERAGE OR EQUATION		31	16	47
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	52			
AVERAGE SIZE	199			
MINIMUM RATE	0.18	9	5	14
AVERAGE RATE	0.52	25	14	39
MAXIMUM RATE	1.24	60	33	93
STANDARD DEVIATION	0.75			
EQUATION: $T = 0.34 * (X) + 35.87$	$R^2 = 0.82$	39	22	61
LARGEST OF AVERAGE OR EQUATION		39	22	61

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL R			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	75			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.17	44	44	88
AVERAGE RATE	5.67	213	212	425
MAXIMUM RATE	11.40	428	427	855
STANDARD DEVIATION	3.10			
EQUATION: $T = 3.62 * (X) + 427.93$	$R^2 = 0.84$	350	349	699
LARGEST OF AVERAGE OR EQUATION		350	349	699
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.14	6	5	11
AVERAGE RATE	0.47	19	16	35
MAXIMUM RATE	0.93	38	32	70
STANDARD DEVIATION	0.71			
EQUATION: $T = 0.29 * (X) + 42.63$	$R^2 = 0.84$	35	29	64
LARGEST OF AVERAGE OR EQUATION		35	29	64
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.36	51	51	102
AVERAGE RATE	4.84	182	181	363
MAXIMUM RATE	8.56	321	321	642
STANDARD DEVIATION	2.71			
EQUATION: $T = 3.13 * (X) + 357.26$	$R^2 = 0.88$	296	296	592
LARGEST OF AVERAGE OR EQUATION		296	296	592
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.16	6	6	12
AVERAGE RATE	0.45	17	17	34
MAXIMUM RATE	1.07	39	41	80
STANDARD DEVIATION	0.70			
EQUATION: $T = 0.23 * (X) + 50.01$	$R^2 = 0.78$	33	34	67
LARGEST OF AVERAGE OR EQUATION		33	34	67

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL S			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	133			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	287	286	573
AVERAGE RATE	9.52	633	633	1,266
MAXIMUM RATE	21.85	1,453	1,453	2,906
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	683	682	1,365
LARGEST OF AVERAGE OR EQUATION		683	682	1,365
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	11	33	44
AVERAGE RATE	0.75	25	75	100
MAXIMUM RATE	2.27	76	226	302
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	26	77	103
LARGEST OF AVERAGE OR EQUATION		26	77	103
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	11	33	44
AVERAGE RATE	0.77	27	75	102
MAXIMUM RATE	2.27	79	223	302
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	27	78	105
LARGEST OF AVERAGE OR EQUATION		27	78	105
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	35	21	56
AVERAGE RATE	1.00	84	49	133
MAXIMUM RATE	2.98	249	147	396
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	86	50	136
LARGEST OF AVERAGE OR EQUATION		86	50	136
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	36	20	56
AVERAGE RATE	1.02	87	49	136
MAXIMUM RATE	2.98	253	143	396
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	88	49	137
LARGEST OF AVERAGE OR EQUATION		88	49	137

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL S			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	133			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	354	354	708
AVERAGE RATE	9.91	659	659	1,318
MAXIMUM RATE	15.25	1,014	1,014	2,028
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	662	661	1,323
LARGEST OF AVERAGE OR EQUATION		662	661	1,323
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	36	31	67
AVERAGE RATE	0.93	67	57	124
MAXIMUM RATE	1.75	126	107	233
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	69	58	127
LARGEST OF AVERAGE OR EQUATION		69	58	127
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	315	315	630
AVERAGE RATE	8.62	573	573	1,146
MAXIMUM RATE	12.31	819	818	1,637
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	574	573	1,147
LARGEST OF AVERAGE OR EQUATION		574	573	1,147
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	39	34	73
AVERAGE RATE	0.86	60	54	114
MAXIMUM RATE	1.48	104	93	197
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	62	55	117
LARGEST OF AVERAGE OR EQUATION		62	55	117

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL T			
ITE LAND USE CATEGORY AND CODE	ELEMENTARY SCHOOL - 520			
INDEPENDENT VARIABLE	STUDENTS			
SIZE	600.000			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	33			
AVERAGE SIZE	620			
MINIMUM RATE	0.45	135	135	270
AVERAGE RATE	1.29	387	387	774
MAXIMUM RATE	2.45	735	735	1,470
STANDARD DEVIATION	1.26			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		387	387	774
AM PEAK HOUR ADJACENT STREET		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
AM PEAK HOUR GENERATOR		55%	45%	
NUMBER OF STUDIES	48			
AVERAGE SIZE	630			
MINIMUM RATE	0.11	36	30	66
AVERAGE RATE	0.45	149	121	270
MAXIMUM RATE	0.92	304	248	552
STANDARD DEVIATION	0.70			
EQUATION: $\ln(T) = 1.14 * \ln(X) - 1.86$	$R^2 = 0.50$	126	103	229
LARGEST OF AVERAGE OR EQUATION		149	121	270
PM PEAK HOUR ADJACENT STREET		49%	51%	
NUMBER OF STUDIES	20			
AVERAGE SIZE	187			
MINIMUM RATE	0.05	15	15	30
AVERAGE RATE	0.15	44	46	90
MAXIMUM RATE	0.37	109	113	222
STANDARD DEVIATION	0.40			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		44	46	90
PM PEAK HOUR GENERATOR		45%	55%	
NUMBER OF STUDIES	44			
AVERAGE SIZE	642			
MINIMUM RATE	0.09	24	30	54
AVERAGE RATE	0.28	76	92	168
MAXIMUM RATE	0.50	135	165	300
STANDARD DEVIATION	0.54			
EQUATION: $\ln(T) = 1.09 * \ln(X) - 1.92$	$R^2 = 0.54$	194	236	430
LARGEST OF AVERAGE OR EQUATION		194	236	430

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL T			
ITE LAND USE CATEGORY AND CODE	ELEMENTARY SCHOOL - 520			
INDEPENDENT VARIABLE	STUDENTS			
SIZE	600.000			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
SUNDAY DAILY		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL U			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	98			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	56			
AVERAGE SIZE	179			
MINIMUM RATE	1.53	75	75	150
AVERAGE RATE	5.81	285	284	569
MAXIMUM RATE	11.79	578	577	1,155
STANDARD DEVIATION	3.11			
EQUATION: $LN(T) = 0.87 * LN(X) + 2.46$	$R^2 = 0.80$	316	316	632
LARGEST OF AVERAGE OR EQUATION		316	316	632
AM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	59			
AVERAGE SIZE	213			
MINIMUM RATE	0.15	3	12	15
AVERAGE RATE	0.44	7	36	43
MAXIMUM RATE	1.61	27	131	158
STANDARD DEVIATION	0.69			
EQUATION: $LN(T) = 0.80 * LN(X) + 0.26$	$R^2 = 0.76$	9	42	51
LARGEST OF AVERAGE OR EQUATION		9	42	51
AM PEAK HOUR GENERATOR		19%	81%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	196			
MINIMUM RATE	0.15	3	12	15
AVERAGE RATE	0.44	8	35	43
MAXIMUM RATE	0.97	18	77	95
STANDARD DEVIATION	0.68			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.15$	$R^2 = 0.80$	10	40	50
LARGEST OF AVERAGE OR EQUATION		10	40	50
PM PEAK HOUR ADJACENT STREET		67%	33%	
NUMBER OF STUDIES	62			
AVERAGE SIZE	205			
MINIMUM RATE	0.18	12	6	18
AVERAGE RATE	0.52	34	17	51
MAXIMUM RATE	1.24	82	40	122
STANDARD DEVIATION	0.75			
EQUATION: $LN(T) = 0.82 * LN(X) + 0.32$	$R^2 = 0.80$	40	19	59
LARGEST OF AVERAGE OR EQUATION		40	19	59
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	52			
AVERAGE SIZE	199			
MINIMUM RATE	0.18	12	6	18
AVERAGE RATE	0.52	33	18	51
MAXIMUM RATE	1.24	78	44	122
STANDARD DEVIATION	0.75			
EQUATION: $T = 0.34 * (X) + 35.87$	$R^2 = 0.82$	44	25	69
LARGEST OF AVERAGE OR EQUATION		44	25	69

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL U			
ITE LAND USE CATEGORY AND CODE	RESIDENTIAL CONDOMINIUM / TOWNHOUSE - 230			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	98			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.17	58	57	115
AVERAGE RATE	5.67	278	278	556
MAXIMUM RATE	11.40	559	558	1,117
STANDARD DEVIATION	3.10			
EQUATION: $T = 3.62 * (X) + 427.93$	$R^2 = 0.84$	392	391	783
LARGEST OF AVERAGE OR EQUATION		392	391	783
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.14	8	6	14
AVERAGE RATE	0.47	25	21	46
MAXIMUM RATE	0.93	49	42	91
STANDARD DEVIATION	0.71			
EQUATION: $T = 0.29 * (X) + 42.63$	$R^2 = 0.84$	38	33	71
LARGEST OF AVERAGE OR EQUATION		38	33	71
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	30			
AVERAGE SIZE	209			
MINIMUM RATE	1.36	67	66	133
AVERAGE RATE	4.84	237	237	474
MAXIMUM RATE	8.56	420	419	839
STANDARD DEVIATION	2.71			
EQUATION: $T = 3.13 * (X) + 357.26$	$R^2 = 0.88$	332	332	664
LARGEST OF AVERAGE OR EQUATION		332	332	664
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	27			
AVERAGE SIZE	228			
MINIMUM RATE	0.16	8	8	16
AVERAGE RATE	0.45	22	22	44
MAXIMUM RATE	1.07	51	54	105
STANDARD DEVIATION	0.70			
EQUATION: $T = 0.23 * (X) + 50.01$	$R^2 = 0.78$	36	37	73
LARGEST OF AVERAGE OR EQUATION		36	37	73

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL V			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	78			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	168	168	336
AVERAGE RATE	9.52	372	371	743
MAXIMUM RATE	21.85	852	852	1,704
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	418	418	836
LARGEST OF AVERAGE OR EQUATION		418	418	836
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	7	19	26
AVERAGE RATE	0.75	15	44	59
MAXIMUM RATE	2.27	44	133	177
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	16	48	64
LARGEST OF AVERAGE OR EQUATION		16	48	64
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	7	19	26
AVERAGE RATE	0.77	16	44	60
MAXIMUM RATE	2.27	46	131	177
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	17	50	67
LARGEST OF AVERAGE OR EQUATION		17	50	67
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	21	12	33
AVERAGE RATE	1.00	49	29	78
MAXIMUM RATE	2.98	146	86	232
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	53	31	84
LARGEST OF AVERAGE OR EQUATION		53	31	84
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	21	12	33
AVERAGE RATE	1.02	51	29	80
MAXIMUM RATE	2.98	148	84	232
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	55	31	86
LARGEST OF AVERAGE OR EQUATION		55	31	86

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL V			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	78			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	208	207	415
AVERAGE RATE	9.91	387	386	773
MAXIMUM RATE	15.25	595	595	1,190
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	403	403	806
LARGEST OF AVERAGE OR EQUATION		403	403	806
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	21	18	39
AVERAGE RATE	0.93	39	34	73
MAXIMUM RATE	1.75	74	63	137
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	42	36	78
LARGEST OF AVERAGE OR EQUATION		42	36	78
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	185	185	370
AVERAGE RATE	8.62	336	336	672
MAXIMUM RATE	12.31	480	480	960
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	337	336	673
LARGEST OF AVERAGE OR EQUATION		337	336	673
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	23	20	43
AVERAGE RATE	0.86	36	31	67
MAXIMUM RATE	1.48	61	54	115
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	38	34	72
LARGEST OF AVERAGE OR EQUATION		38	34	72

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL W			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	110			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	237	237	474
AVERAGE RATE	9.52	524	523	1,047
MAXIMUM RATE	21.85	1,202	1,202	2,404
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	573	573	1,146
LARGEST OF AVERAGE OR EQUATION		573	573	1,146
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	9	27	36
AVERAGE RATE	0.75	21	62	83
MAXIMUM RATE	2.27	63	187	250
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	22	65	87
LARGEST OF AVERAGE OR EQUATION		22	65	87
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	9	27	36
AVERAGE RATE	0.77	22	63	85
MAXIMUM RATE	2.27	65	185	250
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	23	66	89
LARGEST OF AVERAGE OR EQUATION		23	66	89
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	29	17	46
AVERAGE RATE	1.00	69	41	110
MAXIMUM RATE	2.98	207	121	328
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	72	42	114
LARGEST OF AVERAGE OR EQUATION		72	42	114
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	29	17	46
AVERAGE RATE	1.02	72	40	112
MAXIMUM RATE	2.98	210	118	328
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	74	42	116
LARGEST OF AVERAGE OR EQUATION		74	42	116

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL W			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	110			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	293	292	585
AVERAGE RATE	9.91	545	545	1,090
MAXIMUM RATE	15.25	839	839	1,678
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	555	554	1,109
LARGEST OF AVERAGE OR EQUATION		555	554	1,109
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	30	25	55
AVERAGE RATE	0.93	55	47	102
MAXIMUM RATE	1.75	104	89	193
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	58	49	107
LARGEST OF AVERAGE OR EQUATION		58	49	107
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	261	260	521
AVERAGE RATE	8.62	474	474	948
MAXIMUM RATE	12.31	677	677	1,354
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	475	474	949
LARGEST OF AVERAGE OR EQUATION		475	474	949
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	32	29	61
AVERAGE RATE	0.86	50	45	95
MAXIMUM RATE	1.48	86	77	163
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	52	46	98
LARGEST OF AVERAGE OR EQUATION		52	46	98

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL X			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	114			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	246	245	491
AVERAGE RATE	9.52	543	542	1,085
MAXIMUM RATE	21.85	1,246	1,245	2,491
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	593	592	1,185
LARGEST OF AVERAGE OR EQUATION		593	592	1,185
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	10	28	38
AVERAGE RATE	0.75	22	64	86
MAXIMUM RATE	2.27	65	194	259
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	23	67	90
LARGEST OF AVERAGE OR EQUATION		23	67	90
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	10	28	38
AVERAGE RATE	0.77	23	65	88
MAXIMUM RATE	2.27	67	192	259
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	24	68	92
LARGEST OF AVERAGE OR EQUATION		24	68	92
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	30	18	48
AVERAGE RATE	1.00	72	42	114
MAXIMUM RATE	2.98	214	126	340
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	74	44	118
LARGEST OF AVERAGE OR EQUATION		74	44	118
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	31	17	48
AVERAGE RATE	1.02	74	42	116
MAXIMUM RATE	2.98	218	122	340
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	77	43	120
LARGEST OF AVERAGE OR EQUATION		77	43	120

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL X			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	114			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	303	303	606
AVERAGE RATE	9.91	565	565	1,130
MAXIMUM RATE	15.25	870	869	1,739
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	574	573	1,147
LARGEST OF AVERAGE OR EQUATION		574	573	1,147
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	31	26	57
AVERAGE RATE	0.93	57	49	106
MAXIMUM RATE	1.75	108	92	200
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	59	51	110
LARGEST OF AVERAGE OR EQUATION		59	51	110
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	270	270	540
AVERAGE RATE	8.62	492	491	983
MAXIMUM RATE	12.31	702	701	1,403
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	492	491	983
LARGEST OF AVERAGE OR EQUATION		492	491	983
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	33	30	63
AVERAGE RATE	0.86	52	46	98
MAXIMUM RATE	1.48	90	79	169
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	54	47	101
LARGEST OF AVERAGE OR EQUATION		54	47	101

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL Y			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	109			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	235	235	470
AVERAGE RATE	9.52	519	519	1,038
MAXIMUM RATE	21.85	1,191	1,191	2,382
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	569	568	1,137
LARGEST OF AVERAGE OR EQUATION		569	568	1,137
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	9	27	36
AVERAGE RATE	0.75	21	61	82
MAXIMUM RATE	2.27	62	185	247
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	22	64	86
LARGEST OF AVERAGE OR EQUATION		22	64	86
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	9	27	36
AVERAGE RATE	0.77	22	62	84
MAXIMUM RATE	2.27	64	183	247
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	23	65	88
LARGEST OF AVERAGE OR EQUATION		23	65	88
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	29	17	46
AVERAGE RATE	1.00	69	40	109
MAXIMUM RATE	2.98	205	120	325
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	72	42	114
LARGEST OF AVERAGE OR EQUATION		72	42	114
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	29	17	46
AVERAGE RATE	1.02	71	40	111
MAXIMUM RATE	2.98	208	117	325
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	74	41	115
LARGEST OF AVERAGE OR EQUATION		74	41	115

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL Y			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	109			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	290	290	580
AVERAGE RATE	9.91	540	540	1,080
MAXIMUM RATE	15.25	831	831	1,662
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	550	550	1,100
LARGEST OF AVERAGE OR EQUATION		550	550	1,100
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	30	25	55
AVERAGE RATE	0.93	55	46	101
MAXIMUM RATE	1.75	103	88	191
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	57	49	106
LARGEST OF AVERAGE OR EQUATION		57	49	106
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	259	258	517
AVERAGE RATE	8.62	470	470	940
MAXIMUM RATE	12.31	671	671	1,342
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	470	470	940
LARGEST OF AVERAGE OR EQUATION		470	470	940
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	32	28	60
AVERAGE RATE	0.86	50	44	94
MAXIMUM RATE	1.48	85	76	161
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	51	46	97
LARGEST OF AVERAGE OR EQUATION		51	46	97

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL Z			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	112			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	242	241	483
AVERAGE RATE	9.52	533	533	1,066
MAXIMUM RATE	21.85	1,224	1,223	2,447
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	583	583	1,166
LARGEST OF AVERAGE OR EQUATION		583	583	1,166
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	9	28	37
AVERAGE RATE	0.75	21	63	84
MAXIMUM RATE	2.27	64	190	254
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	22	66	88
LARGEST OF AVERAGE OR EQUATION		22	66	88
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	10	27	37
AVERAGE RATE	0.77	22	64	86
MAXIMUM RATE	2.27	66	188	254
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	24	67	91
LARGEST OF AVERAGE OR EQUATION		24	67	91
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	30	17	47
AVERAGE RATE	1.00	71	41	112
MAXIMUM RATE	2.98	210	124	334
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	73	43	116
LARGEST OF AVERAGE OR EQUATION		73	43	116
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	30	17	47
AVERAGE RATE	1.02	73	41	114
MAXIMUM RATE	2.98	214	120	334
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	76	42	118
LARGEST OF AVERAGE OR EQUATION		76	42	118

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL Z			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	112			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	298	298	596
AVERAGE RATE	9.91	555	555	1,110
MAXIMUM RATE	15.25	854	854	1,708
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	564	564	1,128
LARGEST OF AVERAGE OR EQUATION		564	564	1,128
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	30	26	56
AVERAGE RATE	0.93	56	48	104
MAXIMUM RATE	1.75	106	90	196
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	58	50	108
LARGEST OF AVERAGE OR EQUATION		58	50	108
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	266	265	531
AVERAGE RATE	8.62	483	482	965
MAXIMUM RATE	12.31	690	689	1,379
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	483	483	966
LARGEST OF AVERAGE OR EQUATION		483	483	966
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	33	29	62
AVERAGE RATE	0.86	51	45	96
MAXIMUM RATE	1.48	88	78	166
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	53	47	100
LARGEST OF AVERAGE OR EQUATION		53	47	100

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL AA			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	86			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	186	185	371
AVERAGE RATE	9.52	410	409	819
MAXIMUM RATE	21.85	940	939	1,879
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	457	457	914
LARGEST OF AVERAGE OR EQUATION		457	457	914
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	7	21	28
AVERAGE RATE	0.75	16	49	65
MAXIMUM RATE	2.27	49	146	195
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	18	52	70
LARGEST OF AVERAGE OR EQUATION		18	52	70
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	7	21	28
AVERAGE RATE	0.77	17	49	66
MAXIMUM RATE	2.27	51	144	195
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	19	53	72
LARGEST OF AVERAGE OR EQUATION		19	53	72
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	23	13	36
AVERAGE RATE	1.00	54	32	86
MAXIMUM RATE	2.98	161	95	256
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	58	34	92
LARGEST OF AVERAGE OR EQUATION		58	34	92
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	23	13	36
AVERAGE RATE	1.02	56	32	88
MAXIMUM RATE	2.98	164	92	256
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	60	34	94
LARGEST OF AVERAGE OR EQUATION		60	34	94

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL AA			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	86			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	229	229	458
AVERAGE RATE	9.91	426	426	852
MAXIMUM RATE	15.25	656	656	1,312
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	441	441	882
LARGEST OF AVERAGE OR EQUATION		441	441	882
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	23	20	43
AVERAGE RATE	0.93	43	37	80
MAXIMUM RATE	1.75	82	69	151
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	46	39	85
LARGEST OF AVERAGE OR EQUATION		46	39	85
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	204	204	408
AVERAGE RATE	8.62	371	370	741
MAXIMUM RATE	12.31	530	529	1,059
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	371	371	742
LARGEST OF AVERAGE OR EQUATION		371	371	742
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	25	22	47
AVERAGE RATE	0.86	39	35	74
MAXIMUM RATE	1.48	67	60	127
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	42	37	79
LARGEST OF AVERAGE OR EQUATION		42	37	79

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL BB			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	108			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	233	232	465
AVERAGE RATE	9.52	514	514	1,028
MAXIMUM RATE	21.85	1,180	1,180	2,360
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	564	563	1,127
LARGEST OF AVERAGE OR EQUATION		564	563	1,127
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	9	27	36
AVERAGE RATE	0.75	20	61	81
MAXIMUM RATE	2.27	61	184	245
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	21	64	85
LARGEST OF AVERAGE OR EQUATION		21	64	85
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	9	27	36
AVERAGE RATE	0.77	22	61	83
MAXIMUM RATE	2.27	64	181	245
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	23	65	88
LARGEST OF AVERAGE OR EQUATION		23	65	88
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	28	17	45
AVERAGE RATE	1.00	68	40	108
MAXIMUM RATE	2.98	203	119	322
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	71	42	113
LARGEST OF AVERAGE OR EQUATION		71	42	113
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	29	16	45
AVERAGE RATE	1.02	70	40	110
MAXIMUM RATE	2.98	206	116	322
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	73	41	114
LARGEST OF AVERAGE OR EQUATION		73	41	114

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL BB			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	108			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	288	287	575
AVERAGE RATE	9.91	535	535	1,070
MAXIMUM RATE	15.25	824	823	1,647
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	545	545	1,090
LARGEST OF AVERAGE OR EQUATION		545	545	1,090
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	29	25	54
AVERAGE RATE	0.93	54	46	100
MAXIMUM RATE	1.75	102	87	189
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	57	48	105
LARGEST OF AVERAGE OR EQUATION		57	48	105
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	256	256	512
AVERAGE RATE	8.62	466	465	931
MAXIMUM RATE	12.31	665	664	1,329
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	466	465	931
LARGEST OF AVERAGE OR EQUATION		466	465	931
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	31	28	59
AVERAGE RATE	0.86	49	44	93
MAXIMUM RATE	1.48	85	75	160
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	51	46	97
LARGEST OF AVERAGE OR EQUATION		51	46	97

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL CC			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	42			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	91	90	181
AVERAGE RATE	9.52	200	200	400
MAXIMUM RATE	21.85	459	459	918
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	237	236	473
LARGEST OF AVERAGE OR EQUATION		237	236	473
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	4	10	14
AVERAGE RATE	0.75	8	24	32
MAXIMUM RATE	2.27	24	71	95
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	10	29	39
LARGEST OF AVERAGE OR EQUATION		10	29	39
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	4	10	14
AVERAGE RATE	0.77	8	24	32
MAXIMUM RATE	2.27	25	70	95
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	11	31	42
LARGEST OF AVERAGE OR EQUATION		11	31	42
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	11	7	18
AVERAGE RATE	1.00	26	16	42
MAXIMUM RATE	2.98	79	46	125
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	30	18	48
LARGEST OF AVERAGE OR EQUATION		30	18	48
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	12	6	18
AVERAGE RATE	1.02	28	15	43
MAXIMUM RATE	2.98	80	45	125
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	32	18	50
LARGEST OF AVERAGE OR EQUATION		32	18	50

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL CC			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	42			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	112	111	223
AVERAGE RATE	9.91	208	208	416
MAXIMUM RATE	15.25	321	320	641
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	227	226	453
LARGEST OF AVERAGE OR EQUATION		227	226	453
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	11	10	21
AVERAGE RATE	0.93	21	18	39
MAXIMUM RATE	1.75	40	34	74
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	25	21	46
LARGEST OF AVERAGE OR EQUATION		25	21	46
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	100	99	199
AVERAGE RATE	8.62	181	181	362
MAXIMUM RATE	12.31	259	258	517
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	181	181	362
LARGEST OF AVERAGE OR EQUATION		181	181	362
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	12	11	23
AVERAGE RATE	0.86	19	17	36
MAXIMUM RATE	1.48	33	29	62
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	22	19	41
LARGEST OF AVERAGE OR EQUATION		22	19	41

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL DD			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	83			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	355			
AVERAGE SIZE	198			
MINIMUM RATE	4.31	179	179	358
AVERAGE RATE	9.52	395	395	790
MAXIMUM RATE	21.85	907	907	1,814
STANDARD DEVIATION	3.70			
EQUATION: $\ln(T) = 0.92 * \ln(X) + 2.72$	$R^2 = 0.95$	443	442	885
LARGEST OF AVERAGE OR EQUATION		443	442	885
AM PEAK HOUR ADJACENT STREET		25%	75%	
NUMBER OF STUDIES	292			
AVERAGE SIZE	194			
MINIMUM RATE	0.33	7	20	27
AVERAGE RATE	0.75	16	46	62
MAXIMUM RATE	2.27	47	141	188
STANDARD DEVIATION	0.90			
EQUATION: $T = 0.70 * (X) + 9.74$	$R^2 = 0.89$	17	51	68
LARGEST OF AVERAGE OR EQUATION		17	51	68
AM PEAK HOUR GENERATOR		26%	74%	
NUMBER OF STUDIES	343			
AVERAGE SIZE	180			
MINIMUM RATE	0.33	7	20	27
AVERAGE RATE	0.77	17	47	64
MAXIMUM RATE	2.27	49	139	188
STANDARD DEVIATION	0.91			
EQUATION: $T = 0.70 * (X) + 12.12$	$R^2 = 0.89$	18	52	70
LARGEST OF AVERAGE OR EQUATION		18	52	70
PM PEAK HOUR ADJACENT STREET		63%	37%	
NUMBER OF STUDIES	321			
AVERAGE SIZE	207			
MINIMUM RATE	0.42	22	13	35
AVERAGE RATE	1.00	52	31	83
MAXIMUM RATE	2.98	156	91	247
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.90 * \ln(X) + 0.51$	$R^2 = 0.91$	56	33	89
LARGEST OF AVERAGE OR EQUATION		56	33	89
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	362			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	22	13	35
AVERAGE RATE	1.02	54	31	85
MAXIMUM RATE	2.98	158	89	247
STANDARD DEVIATION	1.05			
EQUATION: $\ln(T) = 0.88 * \ln(X) + 0.62$	$R^2 = 0.91$	58	33	91
LARGEST OF AVERAGE OR EQUATION		58	33	91

PROJECT	ANDERSON RUSSELL			
PARCEL	PARCEL DD			
ITE LAND USE CATEGORY AND CODE	SINGLE FAMILY - 210			
INDEPENDENT VARIABLE	DWELLING UNITS			
SIZE	83			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	215			
MINIMUM RATE	5.32	221	221	442
AVERAGE RATE	9.91	412	411	823
MAXIMUM RATE	15.25	633	633	1,266
STANDARD DEVIATION	3.72			
EQUATION: $\ln(T) = 0.93 * \ln(X) + 2.64$	$R^2 = 0.92$	427	427	854
LARGEST OF AVERAGE OR EQUATION		427	427	854
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	54			
AVERAGE SIZE	215			
MINIMUM RATE	0.50	23	19	42
AVERAGE RATE	0.93	42	35	77
MAXIMUM RATE	1.75	78	67	145
STANDARD DEVIATION	0.99			
EQUATION: $T = 0.89 * (X) + 8.77$	$R^2 = 0.91$	45	38	83
LARGEST OF AVERAGE OR EQUATION		45	38	83
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	73			
AVERAGE SIZE	218			
MINIMUM RATE	4.74	197	196	393
AVERAGE RATE	8.62	358	357	715
MAXIMUM RATE	12.31	511	511	1,022
STANDARD DEVIATION	3.36			
EQUATION: $T = 8.63 * (X) - 0.63$	$R^2 = 0.93$	358	358	716
LARGEST OF AVERAGE OR EQUATION		358	358	716
PEAK HOUR GENERATOR		53%	47%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	212			
MINIMUM RATE	0.55	24	22	46
AVERAGE RATE	0.86	38	33	71
MAXIMUM RATE	1.48	65	58	123
STANDARD DEVIATION	0.95			
EQUATION: $\ln(T) = 0.91 * \ln(X) + 0.31$	$R^2 = 0.88$	40	36	76
LARGEST OF AVERAGE OR EQUATION		40	36	76

ATTACHMENT D
LEVEL-OF-SERVICE ANALYSIS OUTPUT SHEETS

1: Anderson Road & Maricopa-Casa Grande Highway

2020 with Site Phase I AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑		↑↑	↑↑			↔	
Traffic Volume (vph)	20	424	1203	399	241	1	333	2	120	1	3	27
Future Volume (vph)	20	424	1203	399	241	1	333	2	120	1	3	27
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850		0.999			0.852			0.881
Flt Protected	0.950				0.950			0.950				0.999
Satd. Flow (prot)	1770	3539	1583	1770	1861	0	3433	1587	0	0	1639	0
Flt Permitted	0.594				0.272			0.950				0.999
Satd. Flow (perm)	1106	3539	1583	507	1861	0	3433	1587	0	0	1639	0
Satd. Flow (RTOR)				765				133				30
Adj. Flow (vph)	22	471	1337	443	268	1	370	2	133	1	3	30
Lane Group Flow (vph)	22	471	1337	443	269	0	370	135	0	0	34	0
Turn Type	pm+pt	NA	Free	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4		Free		8							
Total Split (s)	9.5	22.5		22.0	35.0		23.0	23.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5			4.5	
Act Effct Green (s)	19.8	14.8	75.1	36.8	33.2		18.5	18.5			6.2	
Actuated g/C Ratio	0.26	0.20	1.00	0.49	0.44		0.25	0.25			0.08	
v/c Ratio	0.07	0.68	0.84	0.82	0.33		0.44	0.27			0.21	
Control Delay	12.3	33.3	6.3	28.0	16.4		26.4	6.8			17.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	12.3	33.3	6.3	28.0	16.4		26.4	6.8			17.9	
LOS	B	C	A	C	B		C	A			B	
Approach Delay		13.3				23.6			21.2		17.9	
Approach LOS		B				C			C		B	
Queue Length 50th (ft)	5	106	0	130	69		74	1			2	
Queue Length 95th (ft)	16	159	0	#284	156		122	43			28	
Internal Link Dist (ft)		608			332			694			269	
Turn Bay Length (ft)												
Base Capacity (vph)	335	850	1583	543	828		847	492			416	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.07	0.55	0.84	0.82	0.32		0.44	0.27			0.08	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 75.1

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 17.1

Intersection LOS: B

Intersection Capacity Utilization 61.2%

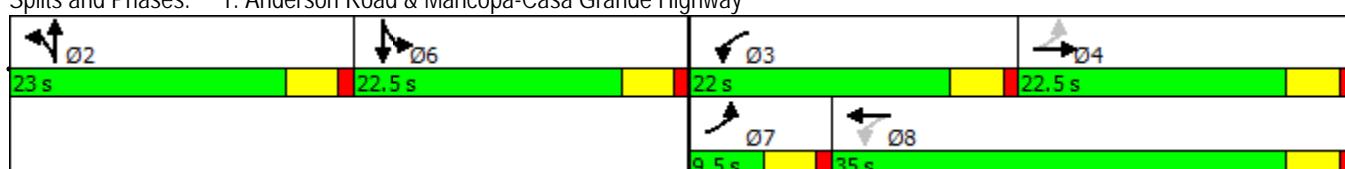
ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Anderson Road & Maricopa-Casa Grande Highway



1: Anderson Road & Maricopa-Casa Grande Highway

2020 with Site Phase I PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑		↑↑	↑↑		↓	↓	↓
Traffic Volume (vph)	18	318	927	308	452	1	1465	2	492	1	1	15
Future Volume (vph)	18	318	927	308	452	1	1465	2	492	1	1	15
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850				0.851			0.879	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1770	3539	1583	1770	1863	0	3433	1585	0	0	1632	0
Flt Permitted	0.192			0.254			0.950				0.997	
Satd. Flow (perm)	358	3539	1583	473	1863	0	3433	1585	0	0	1632	0
Satd. Flow (RTOR)				866			547				17	
Adj. Flow (vph)	20	353	1030	342	502	1	1628	2	547	1	1	17
Lane Group Flow (vph)	20	353	1030	342	503	0	1628	549	0	0	19	0
Turn Type	pm+pt	NA	Free	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases	4		Free		8							
Total Split (s)	9.5	26.1		27.4	44.0		74.0	74.0		22.5	22.5	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5			4.5	
Act Effct Green (s)	24.0	19.0	135.7	46.4	40.8		69.6	69.6			6.2	
Actuated g/C Ratio	0.18	0.14	1.00	0.34	0.30		0.51	0.51			0.05	
v/c Ratio	0.17	0.71	0.65	0.90	0.90		0.93	0.51			0.21	
Control Delay	35.1	64.4	2.1	64.2	66.1		41.2	3.3			33.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		13.5	0.1			0.0	
Total Delay	35.1	64.4	2.1	64.2	66.1		54.8	3.4			33.3	
LOS	D	E	A	E	E		D	A			C	
Approach Delay		18.2			65.3			41.8			33.3	
Approach LOS		B			E			D			C	
Queue Length 50th (ft)	12	157	0	243	441		688	1			2	
Queue Length 95th (ft)	31	216	0	#399	#676		#891	60			30	
Internal Link Dist (ft)		608			332			694			269	
Turn Bay Length (ft)												
Base Capacity (vph)	115	563	1583	380	560		1760	1079			231	
Starvation Cap Reductn	0	0	0	0	0		160	58			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.17	0.63	0.65	0.90	0.90		1.02	0.54			0.08	

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 135.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 38.8

Intersection LOS: D

Intersection Capacity Utilization 87.7%

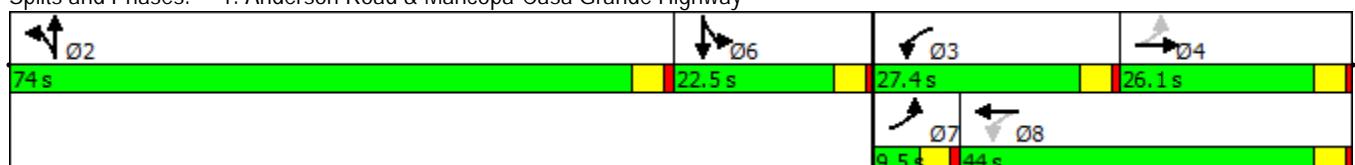
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Anderson Road & Maricopa-Casa Grande Highway



2020 with Site Phase I AM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	208	8	33	247	788	819
Future Volume (vph)	208	8	33	247	788	819
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00
Fr _t	0.994				0.850	
Flt Protected	0.954		0.950			
Satd. Flow (prot)	3427	0	1770	1863	1863	1583
Flt Permitted	0.954		0.233			
Satd. Flow (perm)	3427	0	434	1863	1863	1583
Satd. Flow (RTOR)	7				910	
Adj. Flow (vph)	231	9	37	274	876	910
Lane Group Flow (vph)	240	0	37	274	876	910
Turn Type	Perm		Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4		2		6	
Total Split (s)	22.5		37.5	37.5	37.5	
Total Lost Time (s)	4.5		4.5	4.5	4.5	
Act Effct Green (s)	9.4		41.6	41.6	41.6	
Actuated g/C Ratio	0.16		0.69	0.69	0.69	
v/c Ratio	0.44		0.12	0.21	0.68	0.66
Control Delay	24.4		6.3	5.7	9.3	3.1
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	24.4		6.3	5.7	9.3	3.1
LOS	C		A	A	A	
Approach Delay	24.4			5.7	6.1	
Approach LOS	C			A	A	
Queue Length 50th (ft)	39		1	74	143	0
Queue Length 95th (ft)	65		31	128	299	32
Internal Link Dist (ft)	256			542	694	
Turn Bay Length (ft)						
Base Capacity (vph)	1033		300	1291	1291	1376
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.23		0.12	0.21	0.68	0.66

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 7.9

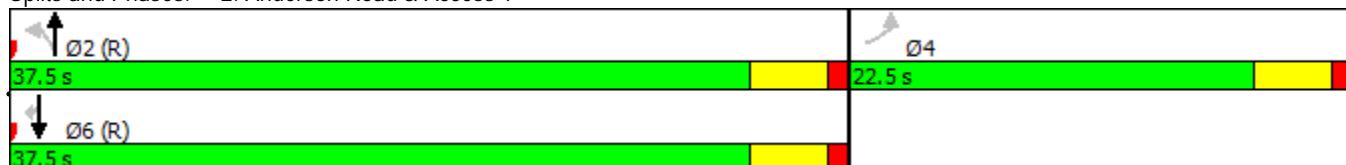
Intersection LOS: A

Intersection Capacity Utilization 62.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Anderson Road & Access 1



2020 with Site Phase I PM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑↑	↑↑	↑	↑↑↑	↑↑↑	↑
Traffic Volume (vph)	1006	40	25	953	618	619
Future Volume (vph)	1006	40	25	953	618	619
Lane Util. Factor	0.97	0.95	1.00	0.95	0.95	1.00
Fr _t	0.994				0.850	
Flt Protected	0.954			0.950		
Satd. Flow (prot)	3427	0	1770	3539	3539	1583
Flt Permitted	0.954			0.334		
Satd. Flow (perm)	3427	0	622	3539	3539	1583
Satd. Flow (RTOR)	8				688	
Adj. Flow (vph)	1118	44	28	1059	687	688
Lane Group Flow (vph)	1162	0	28	1059	687	688
Turn Type	Perm		Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4		2		6	
Total Split (s)	30.0		30.0	30.0	30.0	30.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Act Effct Green (s)	24.3		26.7	26.7	26.7	26.7
Actuated g/C Ratio	0.40		0.44	0.44	0.44	0.44
v/c Ratio	0.84		0.10	0.67	0.44	0.63
Control Delay	22.4		11.3	18.7	12.9	4.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.4		11.3	18.7	12.9	4.2
LOS	C		B	B	B	A
Approach Delay	22.4			18.5	8.6	
Approach LOS	C			B	A	
Queue Length 50th (ft)	178		9	227	88	0
Queue Length 95th (ft)	250		m10	287	129	54
Internal Link Dist (ft)	256			542	694	
Turn Bay Length (ft)						
Base Capacity (vph)	1461		277	1577	1577	1086
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.80		0.10	0.67	0.44	0.63

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 16.0

Intersection LOS: B

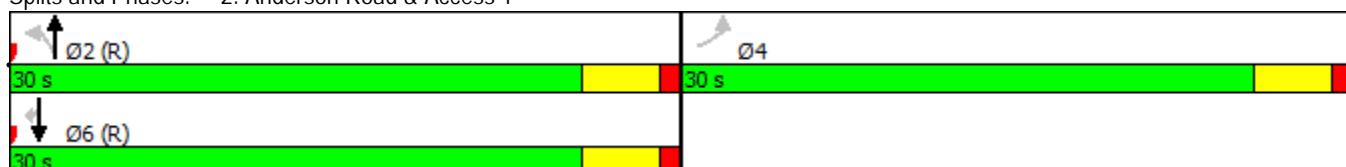
Intersection Capacity Utilization 63.8%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Anderson Road & Access 1



2020 with Site Phase I AM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	2	2	1	1	1	1
Traffic Volume (vph)	187	12	49	93	59	737
Future Volume (vph)	187	12	49	93	59	737
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00
Fr _t	0.991				0.850	
Flt Protected	0.955		0.950			
Satd. Flow (prot)	3420	0	1770	1863	1863	1583
Flt Permitted	0.955		0.714			
Satd. Flow (perm)	3420	0	1330	1863	1863	1583
Satd. Flow (RTOR)	11				819	
Adj. Flow (vph)	208	13	54	103	66	819
Lane Group Flow (vph)	221	0	54	103	66	819
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Total Split (s)	22.6		37.4	37.4	37.4	37.4
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Act Effct Green (s)	9.0		42.0	42.0	42.0	42.0
Actuated g/C Ratio	0.15		0.70	0.70	0.70	0.70
v/c Ratio	0.42		0.06	0.08	0.05	0.61
Control Delay	24.1		3.5	3.5	2.9	2.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	24.1		3.5	3.5	2.9	2.8
LOS	C		A	A	A	
Approach Delay	24.1			3.5	2.8	
Approach LOS	C			A	A	
Queue Length 50th (ft)	36		5	9	4	11
Queue Length 95th (ft)	60		15	24	m9	61
Internal Link Dist (ft)	215			640	542	
Turn Bay Length (ft)						
Base Capacity (vph)	1039		931	1304	1304	1353
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.21		0.06	0.08	0.05	0.61

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 6.6

Intersection LOS: A

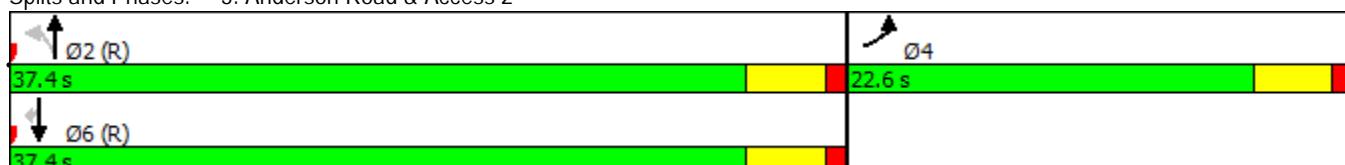
Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Anderson Road & Access 2



2020 with Site Phase I PM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑↑		↑	↑	↑	↑
Traffic Volume (vph)	905	60	37	72	101	557
Future Volume (vph)	905	60	37	72	101	557
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00
Fr _t	0.991				0.850	
Flt Protected	0.955		0.950			
Satd. Flow (prot)	3420	0	1770	1863	1863	1583
Flt Permitted	0.955		0.685			
Satd. Flow (perm)	3420	0	1276	1863	1863	1583
Satd. Flow (RTOR)	14				619	
Adj. Flow (vph)	1006	67	41	80	112	619
Lane Group Flow (vph)	1073	0	41	80	112	619
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Total Split (s)	29.0		31.0	31.0	31.0	31.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Act Effct Green (s)	22.9		28.1	28.1	28.1	28.1
Actuated g/C Ratio	0.38		0.47	0.47	0.47	0.47
v/c Ratio	0.82		0.07	0.09	0.13	0.58
Control Delay	22.1		10.1	10.1	4.7	7.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.1		10.1	10.1	4.7	7.9
LOS	C		B	B	A	A
Approach Delay	22.1			10.1	7.4	
Approach LOS	C			B	A	
Queue Length 50th (ft)	162		8	16	8	91
Queue Length 95th (ft)	229		23	37	m15	m172
Internal Link Dist (ft)	215			640	542	
Turn Bay Length (ft)						
Base Capacity (vph)	1404		597	871	871	1070
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.76		0.07	0.09	0.13	0.58

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 15.8

Intersection LOS: B

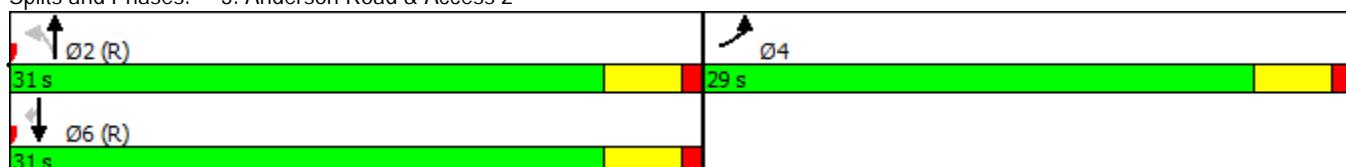
Intersection Capacity Utilization 46.2%

ICU Level of Service A

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Anderson Road & Access 2



1: Anderson Road & Maricopa-Casa Grande Highway

2025 with Site Phases I & II AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑↑	↑↑		↑↑	↑	↑	↑	↑↑	
Traffic Volume (vph)	27	534	1313	400	304	1	735	1	122	1	4	37
Future Volume (vph)	27	534	1313	400	304	1	735	1	122	1	4	37
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850					0.850		0.863	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	0	3433	1863	1583	1770	1608	0
Flt Permitted	0.548			0.950			0.950			0.950		
Satd. Flow (perm)	1021	3539	1583	3433	3539	0	3433	1863	1583	1770	1608	0
Satd. Flow (RTOR)				954					136		41	
Adj. Flow (vph)	30	593	1459	444	338	1	817	1	136	1	4	41
Lane Group Flow (vph)	30	593	1459	444	339	0	817	1	136	1	45	0
Turn Type	pm+pt	NA	Free	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	7	4		3	8		2	2	3	6	6	
Permitted Phases	4		Free						2			
Total Split (s)	9.5	22.5		17.1	30.1		27.9	27.9	17.1	22.5	22.5	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	21.9	16.9	77.2	12.6	30.3		23.4	23.4	36.0	6.3	6.3	
Actuated g/C Ratio	0.28	0.22	1.00	0.16	0.39		0.30	0.30	0.47	0.08	0.08	
v/c Ratio	0.09	0.77	0.92	0.79	0.24		0.78	0.00	0.17	0.01	0.27	
Control Delay	14.2	36.0	12.1	43.6	17.6		31.6	20.0	1.9	33.0	17.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	14.2	36.0	12.1	43.6	17.6		31.6	20.0	1.9	33.0	17.1	
LOS	B	D	B	D	B		C	B	A	C	B	
Approach Delay		18.9			32.3			27.4			17.4	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)	8	139	0	107	50		185	0	0	0	0	2
Queue Length 95th (ft)	23	204	#116	#185	101		#271	4	16	5	32	
Internal Link Dist (ft)		608			332			694			269	
Turn Bay Length (ft)												
Base Capacity (vph)	337	825	1583	560	1388		1041	564	811	412	406	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.09	0.72	0.92	0.79	0.24		0.78	0.00	0.17	0.00	0.11	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 77.2

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 23.7

Intersection LOS: C

Intersection Capacity Utilization 65.1%

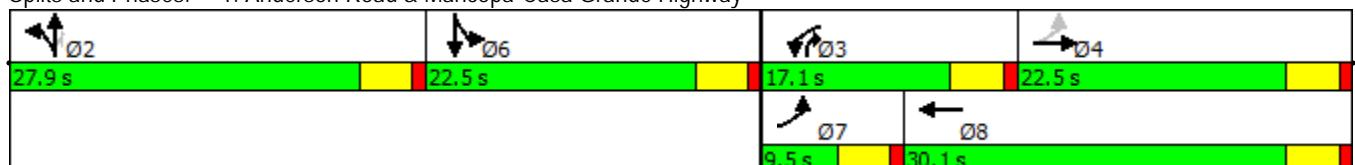
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Anderson Road & Maricopa-Casa Grande Highway



1: Anderson Road & Maricopa-Casa Grande Highway

2025 with Site Phases I & II PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑↑	↑↑		↑↑	↑	↑	↑	↑↑	
Traffic Volume (vph)	24	400	1328	309	569	1	1687	1	493	1	1	20
Future Volume (vph)	24	400	1328	309	569	1	1687	1	493	1	1	20
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Fr _t										0.850		0.857
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	0	3433	1863	1583	1770	1596	0
Flt Permitted	0.412			0.950			0.950			0.950		
Satd. Flow (perm)	767	3539	1583	3433	3539	0	3433	1863	1583	1770	1596	0
Satd. Flow (RTOR)				973					548		19	
Adj. Flow (vph)	27	444	1476	343	632	1	1874	1	548	1	1	22
Lane Group Flow (vph)	27	444	1476	343	633	0	1874	1	548	1	23	0
Turn Type	Perm	NA	Free	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases		4		3	8		2	2	3	6	6	
Permitted Phases	4		Free						2			
Total Split (s)	22.5	22.5		16.0	38.5		58.0	58.0	16.0	28.5	28.5	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	17.2	17.2	106.5	11.5	33.3		53.5	53.5	65.0	6.2	6.2	
Actuated g/C Ratio	0.16	0.16	1.00	0.11	0.31		0.50	0.50	0.61	0.06	0.06	
v/c Ratio	0.22	0.77	0.93	0.93	0.57		1.09	0.00	0.46	0.01	0.21	
Control Delay	44.0	53.1	12.9	79.5	33.2		76.5	14.0	1.8	47.0	27.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	44.0	53.1	12.9	79.5	33.2		76.5	14.0	1.8	47.0	27.7	
LOS	D	D	B	E	C		E	B	A	D	C	
Approach Delay		22.5			49.5			59.6			28.5	
Approach LOS		C			D			E			C	
Queue Length 50th (ft)	16	153	0	121	187		~745	0	0	1	3	
Queue Length 95th (ft)	44	214	#105	#213	253		#910	3	23	6	29	
Internal Link Dist (ft)		608			332			694			269	
Turn Bay Length (ft)												
Base Capacity (vph)	129	598	1583	370	1130		1724	936	1179	399	374	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.21	0.74	0.93	0.93	0.56		1.09	0.00	0.46	0.00	0.06	

Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 106.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 44.2 Intersection LOS: D

Intersection Capacity Utilization 86.0% ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

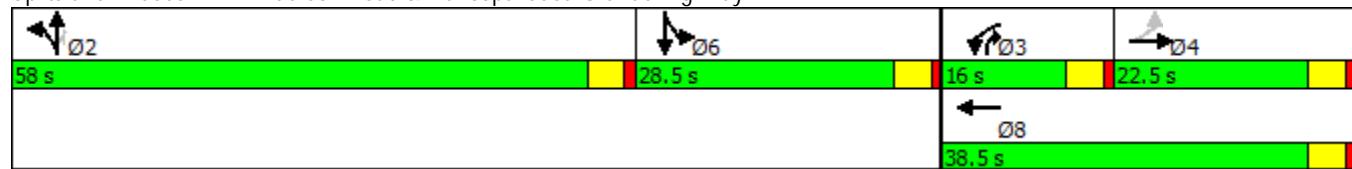
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: Anderson Road & Maricopa-Casa Grande Highway

2025 with Site Phases I & II PM

Splits and Phases: 1: Anderson Road & Maricopa-Casa Grande Highway



2025 with Site Phases I & II AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑		↑	↑	↑	↑↑	↑↑		↑	↑↑	↑
Traffic Volume (vph)	207	0	8	31	0	316	32	336	8	50	849	819
Future Volume (vph)	207	0	8	31	0	316	32	336	8	50	849	819
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fr _t						0.850			0.996			0.850
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	3433	1583	0	1770	1863	1583	1770	3525	0	1770	3539	1583
Flt Permitted	0.950				0.752			0.212			0.525	
Satd. Flow (perm)	3433	1583	0	1401	1863	1583	395	3525	0	978	3539	1583
Satd. Flow (RTOR)			27			216		4				910
Adj. Flow (vph)	230	0	9	34	0	351	36	373	9	56	943	910
Lane Group Flow (vph)	230	9	0	34	0	351	36	382	0	56	943	910
Turn Type	Prot	NA		Perm		Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	7	4			8			2			6	7
Permitted Phases				8		8	2			6		6
Total Split (s)	13.0	35.5		22.5	22.5	22.5	24.5	24.5		24.5	24.5	13.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	8.2	24.1		11.4		11.4	26.9	26.9		26.9	26.9	39.6
Actuated g/C Ratio	0.14	0.40		0.19		0.19	0.45	0.45		0.45	0.45	0.66
v/c Ratio	0.49	0.01		0.13		0.74	0.20	0.24		0.13	0.59	0.67
Control Delay	27.8	1.2		18.6		18.3	14.6	9.5		13.3	16.2	3.6
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	27.8	1.2		18.6		18.3	14.6	9.5		13.3	16.2	3.6
LOS	C	A		B		B	A			B	B	A
Approach Delay		26.8			18.3			9.9			10.1	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	40	0		10		44	9	53		11	127	0
Queue Length 95th (ft)	70	2		26		105	38	84		37	#232	44
Internal Link Dist (ft)		256			219			542			694	
Turn Bay Length (ft)												
Base Capacity (vph)	486	830		420		626	177	1584		439	1589	1358
Starvation Cap Reductn	0	0		0		0	0	0		0	0	0
Spillback Cap Reductn	0	0		0		0	0	0		0	0	0
Storage Cap Reductn	0	0		0		0	0	0		0	0	0
Reduced v/c Ratio	0.47	0.01		0.08		0.56	0.20	0.24		0.13	0.59	0.67

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 12.5

Intersection LOS: B

Intersection Capacity Utilization 62.4%

ICU Level of Service B

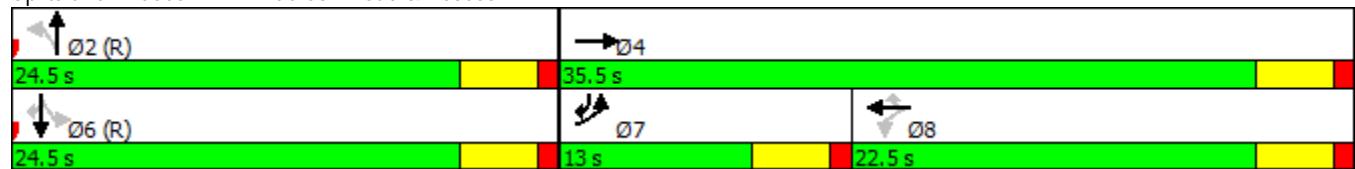
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

2025 with Site Phases I & II AM

Splits and Phases: 2: Anderson Road & Access 1



2025 with Site Phases I & II PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑		↑	↑	↑↑	↑↑	↑↑		↑	↑↑	↑↑
Traffic Volume (vph)	1006	0	40	17	0	173	24	1003	31	188	831	619
Future Volume (vph)	1006	0	40	17	0	173	24	1003	31	188	831	619
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Fr _t						0.850			0.996			0.850
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	3433	1583	0	1770	1863	1583	1770	3525	0	1770	3539	1583
Flt Permitted	0.950				0.769			0.309			0.070	
Satd. Flow (perm)	3433	1583	0	1432	1863	1583	576	3525	0	130	3539	1583
Satd. Flow (RTOR)			71			47		2				688
Adj. Flow (vph)	1118	0	44	19	0	192	27	1114	34	209	923	688
Lane Group Flow (vph)	1118	44	0	19	0	192	27	1148	0	209	923	688
Turn Type	Prot	NA		Perm		pm+ov	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8	1		2		1	6	7
Permitted Phases				8		8	2			6		6
Total Split (s)	50.0	72.5		22.5	22.5	17.6	49.9	49.9		17.6	67.5	50.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	45.5	53.4		7.6		26.8	54.2	54.2		77.6	77.6	129.4
Actuated g/C Ratio	0.32	0.38		0.05		0.19	0.39	0.39		0.55	0.55	0.92
v/c Ratio	1.00	0.07		0.25		0.56	0.12	0.84		0.72	0.47	0.45
Control Delay	74.5	1.9		70.4		43.2	34.1	46.8		46.8	20.7	1.1
Queue Delay	0.0	0.0		0.0		0.0	0.0	1.3		0.0	0.0	0.4
Total Delay	74.5	1.9		70.4		43.2	34.1	48.1		46.8	20.7	1.5
LOS	E	A		E		D	C	D		D	C	A
Approach Delay		71.7			45.6			47.8			16.5	
Approach LOS		E			D			D			B	
Queue Length 50th (ft)	~527	0		17		115	17	526		133	275	0
Queue Length 95th (ft)	#680	9		45		188	44	#713		226	348	13
Internal Link Dist (ft)		256			298			542			694	
Turn Bay Length (ft)												
Base Capacity (vph)	1115	805		184		340	223	1366		292	1960	1515
Starvation Cap Reductn	0	0		0		0	0	84		0	0	367
Spillback Cap Reductn	0	0		0		0	0	0		0	0	0
Storage Cap Reductn	0	0		0		0	0	0		0	0	0
Reduced v/c Ratio	1.00	0.05		0.10		0.56	0.12	0.90		0.72	0.47	0.60

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 41.0

Intersection LOS: D

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

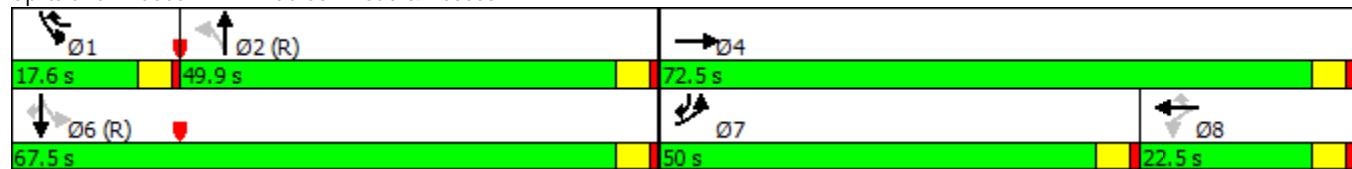
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

2025 with Site Phases I & II PM

Splits and Phases: 2: Anderson Road & Access 1



2025 with Site Phases I & II AM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	2	2	1	1	1	1
Traffic Volume (vph)	186	12	49	190	152	737
Future Volume (vph)	186	12	49	190	152	737
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00
Fr _t	0.991				0.850	
Flt Protected	0.955		0.950			
Satd. Flow (prot)	3420	0	1770	1863	1863	1583
Flt Permitted	0.955		0.650			
Satd. Flow (perm)	3420	0	1211	1863	1863	1583
Satd. Flow (RTOR)	11				819	
Adj. Flow (vph)	207	13	54	211	169	819
Lane Group Flow (vph)	220	0	54	211	169	819
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Total Split (s)	22.6		37.4	37.4	37.4	37.4
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Act Effct Green (s)	9.0		42.0	42.0	42.0	42.0
Actuated g/C Ratio	0.15		0.70	0.70	0.70	0.70
v/c Ratio	0.42		0.06	0.16	0.13	0.61
Control Delay	24.0		3.5	3.7	0.3	8.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	24.0		3.5	3.7	0.3	8.7
LOS	C		A	A	A	
Approach Delay	24.0			3.7	7.3	
Approach LOS	C			A	A	
Queue Length 50th (ft)	36		5	20	0	163
Queue Length 95th (ft)	60		15	44	m1	207
Internal Link Dist (ft)	215			640	542	
Turn Bay Length (ft)						
Base Capacity (vph)	1039		847	1304	1304	1353
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.21		0.06	0.16	0.13	0.61

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 9.1

Intersection LOS: A

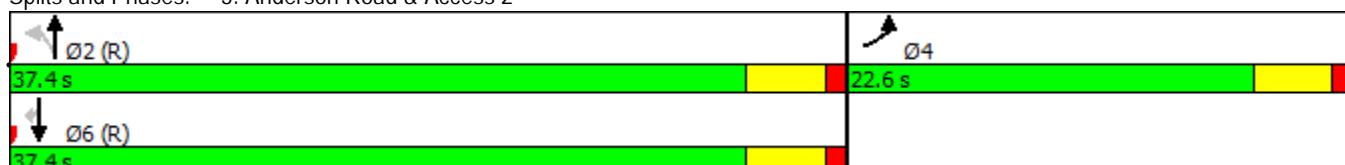
Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Anderson Road & Access 2



2025 with Site Phases I & II PM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑↑		↑	↑↑	↑↑	↑
Traffic Volume (vph)	905	60	37	154	332	557
Future Volume (vph)	905	60	37	154	332	557
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00
Fr _t	0.991				0.850	
Flt Protected	0.955		0.950			
Satd. Flow (prot)	3420	0	1770	1863	1863	1583
Flt Permitted	0.955		0.470			
Satd. Flow (perm)	3420	0	875	1863	1863	1583
Satd. Flow (RTOR)	14				619	
Adj. Flow (vph)	1006	67	41	171	369	619
Lane Group Flow (vph)	1073	0	41	171	369	619
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Total Split (s)	29.0		31.0	31.0	31.0	31.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Act Effct Green (s)	22.9		28.1	28.1	28.1	28.1
Actuated g/C Ratio	0.38		0.47	0.47	0.47	0.47
v/c Ratio	0.82		0.10	0.20	0.42	0.58
Control Delay	22.1		10.6	10.8	13.1	3.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.1		10.6	10.8	13.1	3.6
LOS	C		B	B	B	A
Approach Delay	22.1			10.7	7.2	
Approach LOS	C			B	A	
Queue Length 50th (ft)	162		8	36	88	0
Queue Length 95th (ft)	229		24	70	150	50
Internal Link Dist (ft)	215			640	542	
Turn Bay Length (ft)						
Base Capacity (vph)	1404		409	871	871	1070
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.76		0.10	0.20	0.42	0.58

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 14.6

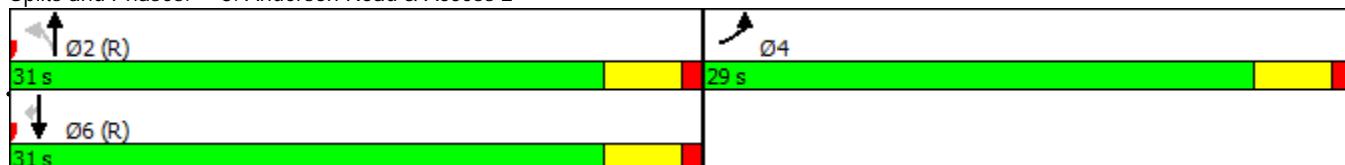
Intersection LOS: B

Intersection Capacity Utilization 60.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Anderson Road & Access 2



2025 with Site Phases I & II AM

Intersection						
Int Delay, s/veh	4.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	63	82	157	16	55	108
Future Vol, veh/h	63	82	157	16	55	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	91	174	18	61	120
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	425	183	0	0	192	0
Stage 1	183	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	586	859	-	-	1381	-
Stage 1	848	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	560	859	-	-	1381	-
Mov Cap-2 Maneuver	560	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.8	0	2.6			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	560	859	1381	-
HCM Lane V/C Ratio	-	-	0.125	0.106	0.044	-
HCM Control Delay (s)	-	-	12.3	9.7	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.4	0.1	-

2025 with Site Phases I & II PM

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	34	45	146	62	207	184
Future Vol, veh/h	34	45	146	62	207	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	50	162	69	230	204
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	861	197	0	0	231	0
Stage 1	197	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	326	844	-	-	1337	-
Stage 1	836	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	270	844	-	-	1337	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.2	0	4.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	270	844	1337	-
HCM Lane V/C Ratio	-	-	0.14	0.059	0.172	-
HCM Control Delay (s)	-	-	20.5	9.5	8.3	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0.6	-

1: Anderson Road & Maricopa-Casa Grande Highway

2030 with Site All Phases AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑↑	↑↑	2	↑↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	37	673	1439	400	383	2	1097	1	125	2	6	50
Future Volume (vph)	37	673	1439	400	383	2	1097	1	125	2	6	50
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.999			0.850		0.867	
Flt Protected	0.950			0.950		0.950			0.950			
Satd. Flow (prot)	1770	3539	1583	3433	3536	0	3433	1863	1583	1770	1615	0
Flt Permitted	0.503			0.950		0.950			0.950			
Satd. Flow (perm)	937	3539	1583	3433	3536	0	3433	1863	1583	1770	1615	0
Satd. Flow (RTOR)				955					139		56	
Adj. Flow (vph)	41	748	1599	444	426	2	1219	1	139	2	7	56
Lane Group Flow (vph)	41	748	1599	444	428	0	1219	1	139	2	63	0
Turn Type	pm+pt	NA	Free	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	7	4		3	8		2	2	3	6	6	
Permitted Phases	4		Free						2			
Total Split (s)	9.6	30.0		20.2	40.6		47.3	47.3	20.2	22.5	22.5	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	30.6	25.5	108.9	15.7	40.0		42.8	42.8	58.5	6.8	6.8	
Actuated g/C Ratio	0.28	0.23	1.00	0.14	0.37		0.39	0.39	0.54	0.06	0.06	
v/c Ratio	0.14	0.90	1.01	0.90	0.33		0.90	0.00	0.15	0.02	0.41	
Control Delay	21.5	56.1	28.5	68.2	26.8		41.9	21.0	1.6	47.5	23.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	21.5	56.1	28.5	68.2	26.8		41.9	21.0	1.6	47.5	23.9	
LOS	C	E	C	E	C		D	C	A	D	C	
Approach Delay		37.1			47.9			37.8			24.6	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	16	264	~23	157	117		400	0	0	1	5	
Queue Length 95th (ft)	40	#394	#288	#259	169		#567	4	18	9	47	
Internal Link Dist (ft)		608			332			694			269	
Turn Bay Length (ft)												
Base Capacity (vph)	302	829	1583	495	1299		1349	732	914	292	314	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.90	1.01	0.90	0.33		0.90	0.00	0.15	0.01	0.20	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 108.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 39.1

Intersection LOS: D

Intersection Capacity Utilization 79.2%

ICU | Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite

Queue shown is maximum after two cycles

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Quiescence is maximum after two cycles.

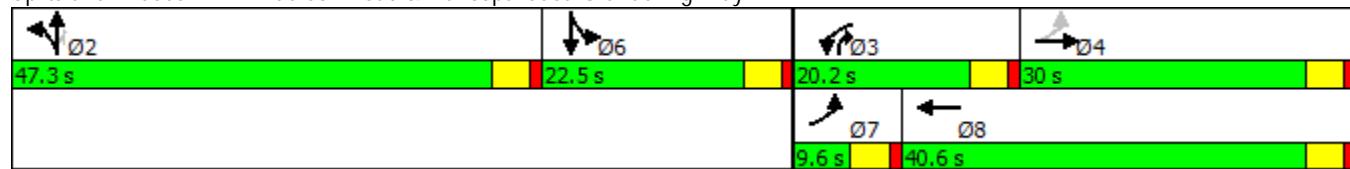
Anderson Russell
EPS Group, Inc.

Synchro 9 Report Lanes, Volumes, Timings

1: Anderson Road & Maricopa-Casa Grande Highway

2030 with Site All Phases AM

Splits and Phases: 1: Anderson Road & Maricopa-Casa Grande Highway



1: Anderson Road & Maricopa-Casa Grande Highway

2030 with Site All Phases PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑↑	↑↑		↑↑	↑	↑	↑	↑↑	
Traffic Volume (vph)	33	504	1728	310	717	2	1923	1	494	2	2	27
Future Volume (vph)	33	504	1728	310	717	2	1923	1	494	2	2	27
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850					0.850			0.859
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	0	3433	1863	1583	1770	1600	0
Flt Permitted	0.219			0.950			0.950			0.950		
Satd. Flow (perm)	408	3539	1583	3433	3539	0	3433	1863	1583	1770	1600	0
Satd. Flow (RTOR)				977					489			8
Adj. Flow (vph)	37	560	1920	344	797	2	2137	1	549	2	2	30
Lane Group Flow (vph)	37	560	1920	344	799	0	2137	1	549	2	32	0
Turn Type	Perm	NA	Free	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	4			3	8		2	2	3	6	6	
Permitted Phases	4		Free						2			
Total Split (s)	26.0	26.0		18.0	44.0		83.5	83.5	18.0	22.5	22.5	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Act Effct Green (s)	21.5	21.5	139.7	13.5	39.5		79.0	79.0	92.5	7.7	7.7	
Actuated g/C Ratio	0.15	0.15	1.00	0.10	0.28		0.57	0.57	0.66	0.06	0.06	
v/c Ratio	0.60	1.03	1.21	1.04	0.80		1.10	0.00	0.45	0.02	0.34	
Control Delay	93.2	103.2	110.5	119.7	53.7		84.0	14.0	2.0	62.0	60.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.3	0.0	0.1	0.0	0.0	
Total Delay	93.2	103.2	110.5	119.7	53.7		84.3	14.0	2.1	62.0	60.3	
LOS	F	F	F	F	D		F	B	A	E	E	
Approach Delay			108.7			73.6			67.5			60.4
Approach LOS			F			E			E			E
Queue Length 50th (ft)	32	~284	~634	~172	354		~1130	0	11	2	21	
Queue Length 95th (ft)	#91	#419	#908	#282	448		#1307	3	35	12	57	
Internal Link Dist (ft)		608			332			694			269	
Turn Bay Length (ft)												
Base Capacity (vph)	62	544	1583	331	1000		1941	1053	1213	228	213	
Starvation Cap Reductn	0	0	0	0	0		190	0	123	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.60	1.03	1.21	1.04	0.80		1.22	0.00	0.50	0.01	0.15	

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 139.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.21

Intersection Signal Delay: 84.8

Intersection LOS: F

Intersection Capacity Utilization 96.8%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

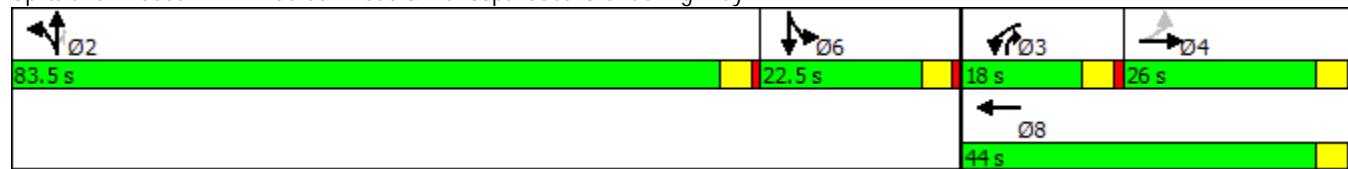
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1: Anderson Road & Maricopa-Casa Grande Highway

2030 with Site All Phases PM

Splits and Phases: 1: Anderson Road & Maricopa-Casa Grande Highway



2030 with Site All Phases AM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑		↑	↑	↑↑	↑↑	↑↑↑		↑	↑↑↑	↑
Traffic Volume (vph)	207	0	8	31	0	372	32	644	8	79	948	819
Future Volume (vph)	207	0	8	31	0	372	32	644	8	79	948	819
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Fr _t						0.850			0.998			0.850
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	3433	1583	0	1770	1863	1583	1770	5075	0	1770	5085	1583
Flt Permitted	0.950				0.752			0.189			0.326	
Satd. Flow (perm)	3433	1583	0	1401	1863	1583	352	5075	0	607	5085	1583
Satd. Flow (RTOR)		27				109		3				910
Adj. Flow (vph)	230	0	9	34	0	413	36	716	9	88	1053	910
Lane Group Flow (vph)	230	9	0	34	0	413	36	725	0	88	1053	910
Turn Type	Prot	NA		Perm		Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	7	4			8			2			6	7
Permitted Phases				8		8	2			6		6
Total Split (s)	15.0	37.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	15.0
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	9.5	29.8		15.8		15.8	21.2	21.2		21.2	21.2	35.2
Actuated g/C Ratio	0.16	0.50		0.26		0.26	0.35	0.35		0.35	0.35	0.59
v/c Ratio	0.42	0.01		0.09		0.83	0.29	0.40		0.41	0.59	0.70
Control Delay	25.0	1.1		16.1		31.1	23.1	14.8		24.3	18.4	4.0
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	25.0	1.1		16.1		31.1	23.1	14.8		24.3	18.4	4.0
LOS	C	A		B		C	C	B		C	B	A
Approach Delay		24.1			30.0			15.2			12.3	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	38	0		9		97	8	58		26	121	0
Queue Length 95th (ft)	67	2		26		#226	m25	105		#70	163	44
Internal Link Dist (ft)		256			219			542			694	
Turn Bay Length (ft)												
Base Capacity (vph)	600	882		420		551	124	1798		215	1799	1316
Starvation Cap Reductn	0	0		0		0	0	0		0	0	0
Spillback Cap Reductn	0	0		0		0	0	0		0	0	0
Storage Cap Reductn	0	0		0		0	0	0		0	0	0
Reduced v/c Ratio	0.38	0.01		0.08		0.75	0.29	0.40		0.41	0.59	0.69

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 16.0

Intersection LOS: B

Intersection Capacity Utilization 62.4%

ICU Level of Service B

Analysis Period (min) 15

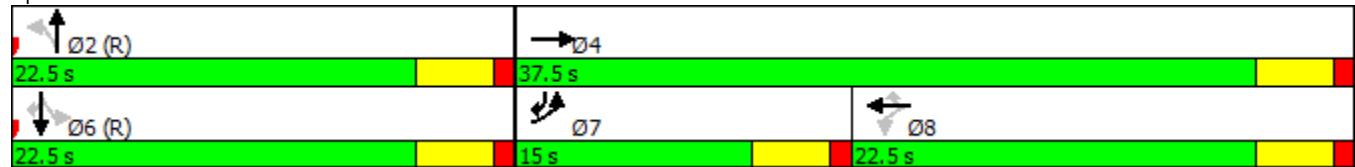
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

2030 with Site All Phases AM

Splits and Phases: 2: Anderson Road & Access 1



2030 with Site All Phases PM

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑		↑	↑	↑↑	↑↑	↑↑↑		↑	↑↑↑	↑
Traffic Volume (vph)	1006	0	40	17	0	209	24	1204	31	281	1141	619
Future Volume (vph)	1006	0	40	17	0	209	24	1204	31	281	1141	619
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Fr _t						0.850			0.996			0.850
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	3433	1583	0	1770	1863	1583	1770	5065	0	1770	5085	1583
Flt Permitted	0.950				0.769			0.207			0.082	
Satd. Flow (perm)	3433	1583	0	1432	1863	1583	386	5065	0	153	5085	1583
Satd. Flow (RTOR)		47				47		3				688
Adj. Flow (vph)	1118	0	44	19	0	232	27	1338	34	312	1268	688
Lane Group Flow (vph)	1118	44	0	19	0	232	27	1372	0	312	1268	688
Turn Type	Prot	NA		Perm		pm+ov	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	7	4			8	1		2		1	6	7
Permitted Phases					8		8	2			6	6
Total Split (s)	49.4	71.9		22.5	22.5	24.8	43.3	43.3		24.8	68.1	49.4
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Act Effct Green (s)	44.9	52.8		7.6		35.7	45.9	45.9		78.2	78.2	129.4
Actuated g/C Ratio	0.32	0.38		0.05		0.26	0.33	0.33		0.56	0.56	0.92
v/c Ratio	1.02	0.07		0.25		0.53	0.21	0.83		0.77	0.45	0.45
Control Delay	77.8	6.2		70.4		38.7	44.0	49.2		49.2	19.6	1.1
Queue Delay	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	0.4
Total Delay	77.8	6.2		70.4		38.7	44.0	49.2		49.2	19.6	1.5
LOS	E	A		E		D	D	D		D	B	A
Approach Delay		75.0			41.1			49.1			18.2	
Approach LOS		E			D			D			B	
Queue Length 50th (ft)	~552	0		17		137	19	447		217	256	0
Queue Length 95th (ft)	#688	22		45		217	50	#561		#354	310	13
Internal Link Dist (ft)		256			298			542			694	
Turn Bay Length (ft)												
Base Capacity (vph)	1101	786		184		438	126	1663		405	2839	1515
Starvation Cap Reductn	0	0		0		0	0	0		0	0	367
Spillback Cap Reductn	0	0		0		0	0	0		0	0	0
Storage Cap Reductn	0	0		0		0	0	0		0	0	0
Reduced v/c Ratio	1.02	0.06		0.10		0.53	0.21	0.83		0.77	0.45	0.60

Intersection Summary

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 40.8

Intersection LOS: D

Intersection Capacity Utilization 86.1%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

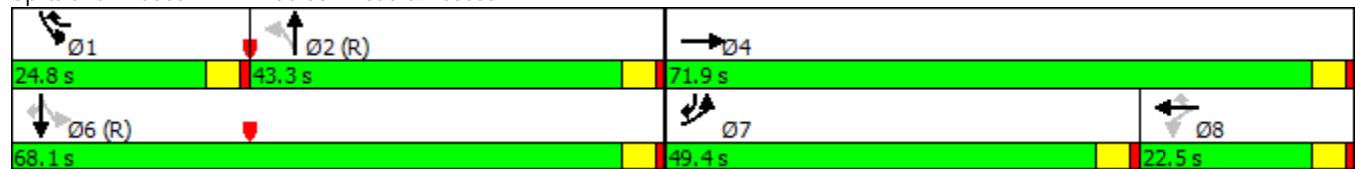
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

2030 with Site All Phases PM

Splits and Phases: 2: Anderson Road & Access 1



2030 with Site All Phases AM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	2	2	1	1	1	1
Traffic Volume (vph)	186	12	49	498	251	737
Future Volume (vph)	186	12	49	498	251	737
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00
Fr _t	0.991				0.850	
Flt Protected	0.955		0.950			
Satd. Flow (prot)	3420	0	1770	1863	1863	1583
Flt Permitted	0.955		0.588			
Satd. Flow (perm)	3420	0	1095	1863	1863	1583
Satd. Flow (RTOR)	12					
Adj. Flow (vph)	207	13	54	553	279	819
Lane Group Flow (vph)	220	0	54	553	279	819
Turn Type	Prot		Perm	NA	NA	pm+ov
Protected Phases	4			2	6	4
Permitted Phases			2			6
Total Split (s)	25.0		35.0	35.0	35.0	25.0
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Act Effct Green (s)	12.9		38.1	38.1	38.1	60.0
Actuated g/C Ratio	0.22		0.64	0.64	0.64	1.00
v/c Ratio	0.29		0.08	0.47	0.24	0.52
Control Delay	18.4		6.1	8.5	0.6	9.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	18.4		6.1	8.5	0.6	9.2
LOS	B		A	A	A	A
Approach Delay	18.4			8.3	7.0	
Approach LOS	B			A	A	
Queue Length 50th (ft)	32		6	84	0	209
Queue Length 95th (ft)	48		24	207	5	258
Internal Link Dist (ft)	215			640	542	
Turn Bay Length (ft)						
Base Capacity (vph)	1176		694	1181	1181	1563
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.19		0.08	0.47	0.24	0.52

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 8.7

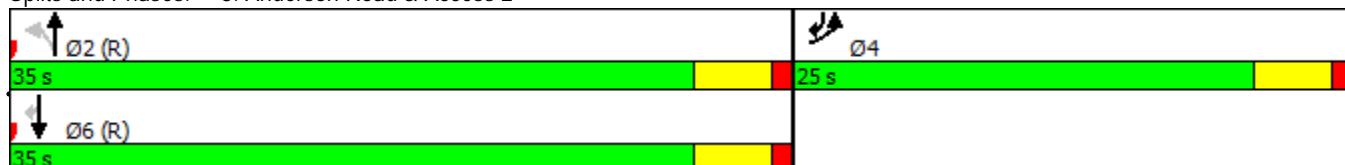
Intersection LOS: A

Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Anderson Road & Access 2



2030 with Site All Phases PM



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	2	2	1	1	1	1
Traffic Volume (vph)	905	60	37	355	641	557
Future Volume (vph)	905	60	37	355	641	557
Lane Util. Factor	0.97	0.95	1.00	1.00	1.00	1.00
Fr _t	0.991				0.850	
Flt Protected	0.955		0.950			
Satd. Flow (prot)	3420	0	1770	1863	1863	1583
Flt Permitted	0.955		0.185			
Satd. Flow (perm)	3420	0	345	1863	1863	1583
Satd. Flow (RTOR)	13					
Adj. Flow (vph)	1006	67	41	394	712	619
Lane Group Flow (vph)	1073	0	41	394	712	619
Turn Type	Prot		Perm	NA	NA	pm+ov
Protected Phases	4			2	6	4
Permitted Phases			2			6
Total Split (s)	26.6		33.4	33.4	33.4	26.6
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Act Effct Green (s)	21.7		29.3	29.3	29.3	60.0
Actuated g/C Ratio	0.36		0.49	0.49	0.49	1.00
v/c Ratio	0.86		0.24	0.43	0.78	0.39
Control Delay	26.6		13.9	12.0	21.0	0.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	26.6		13.9	12.0	21.0	0.7
LOS	C		B	B	C	A
Approach Delay	26.6			12.2	11.6	
Approach LOS	C			B	B	
Queue Length 50th (ft)	176		8	87	202	0
Queue Length 95th (ft)	#282		29	148	#388	0
Internal Link Dist (ft)	215			640	542	
Turn Bay Length (ft)						
Base Capacity (vph)	1267		168	909	909	1570
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.85		0.24	0.43	0.78	0.39

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 17.4

Intersection LOS: B

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

2030 with Site All Phases PM

Splits and Phases: 3: Anderson Road & Access 2



2030 with Site All Phases AM

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	91	210	337	26	114	149
Future Vol, veh/h	91	210	337	26	114	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	0	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	233	374	29	127	166
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	808	389	0	0	403	0
Stage 1	389	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	350	659	-	-	1156	-
Stage 1	685	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	312	659	-	-	1156	-
Mov Cap-2 Maneuver	430	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.2	0	3.7			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	430	659	1156	-
HCM Lane V/C Ratio	-	-	0.235	0.354	0.11	-
HCM Control Delay (s)	-	-	15.9	13.4	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	1.6	0.4	-

2030 with Site All Phases PM

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↖	↗	↖	↖	↗
Traffic Vol, veh/h	52	128	264	93	398	303
Future Vol, veh/h	52	128	264	93	398	303
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	0	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	142	293	103	442	337
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1566	345	0	0	397	0
Stage 1	345	-	-	-	-	-
Stage 2	1221	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	122	698	-	-	1162	-
Stage 1	717	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	76	698	-	-	1162	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	21.1	0		5.7		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	146	698	1162	-
HCM Lane V/C Ratio	-	-	0.396	0.204	0.381	-
HCM Control Delay (s)	-	-	44.9	11.5	10	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.7	0.8	1.8	-

2030 with Site All Phases AM

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		B		T	↑
Traffic Vol, veh/h	55	172	191	18	34	206
Future Vol, veh/h	55	172	191	18	34	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	191	212	20	38	229
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	526	222	0	0	232	0
Stage 1	222	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	512	818	-	-	1336	-
Stage 1	815	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	497	818	-	-	1336	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.9	0		1.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	707	1336	-	
HCM Lane V/C Ratio	-	-	0.357	0.028	-	
HCM Control Delay (s)	-	-	12.9	7.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	1.6	0.1	-	

2030 with Site All Phases PM

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	B	B	B	B
Traffic Vol, veh/h	36	112	245	61	111	245
Future Vol, veh/h	36	112	245	61	111	245
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	124	272	68	123	272
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	825	306	0	0	340	0
Stage 1	306	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	342	734	-	-	1219	-
Stage 1	747	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	307	734	-	-	1219	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14.4	0	2.6			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBL	Ln1	SBL	SBT
Capacity (veh/h)	-	-	548	1219	-	-
HCM Lane V/C Ratio	-	-	0.3	0.101	-	-
HCM Control Delay (s)	-	-	14.4	8.3	-	-
HCM Lane LOS	-	-	B	A	-	-
HCM 95th %tile Q(veh)	-	-	1.3	0.3	-	-

2030 with Site All Phases AM

Intersection						
Int Delay, s/veh	9.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	0	0	40	117	228
Future Vol, veh/h	53	0	0	40	117	228
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	0	0	44	130	253
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	44	0	-	0	140	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1564	-	-	-	853	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1564	-	-	-	821	1055
Mov Cap-2 Maneuver	-	-	-	-	821	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	873	-
Approach	EB	WB	SB			
HCM Control Delay, s	7.4	0	11.2			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1564	-	-	-	962	
HCM Lane V/C Ratio	0.038	-	-	-	0.398	
HCM Control Delay (s)	7.4	0	-	-	11.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.9	

2030 with Site All Phases PM

Intersection						
Int Delay, s/veh	7.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	173	0	0	130	76	148
Future Vol, veh/h	173	0	0	130	76	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	192	0	0	144	84	164
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	144	0	-	0	456	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1438	-	-	-	562	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1438	-	-	-	487	990
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	596	-
Approach	EB	WB	SB			
HCM Control Delay, s	7.9	0	12.4			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1438	-	-	-	733	
HCM Lane V/C Ratio	0.134	-	-	-	0.34	
HCM Control Delay (s)	7.9	0	-	-	12.4	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.5	-	-	-	1.5	