

Traffic Impact Analysis

Pine Ridge Commons Planned Unit Development Amendment (PUDA) Growth Management Plan Amendment (GMPA)

Collier County, FL 07/01/2018

Prepared for:

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Collier County Transportation Review Fee – Small Scale Study – No Fee

Statement of Certification

I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of Traffic and Transportation Engineering.



This item has been electronically signed and sealed by Norman J. Trebilcock, PE using a SHA-1 authentication code.

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Project Description

The Pine Ridge Commons project is an existing approved Planned Unit Development (PUD) pursuant to Collier County Ordinance No. 1999–94, as may be amended. The subject parcel has a total gross area of approximately 31 acres.

The project site is located on the northeast quadrant of the intersection of Goodlette-Frank Road (CR 851) and Pine Ridge Road (CR 896), approximately 0.5 miles east of US 41, in Section 10, Township 49 South, Range 25 East, Collier County.

Refer to Figure 1 – Project Location Map, which follows, and Appendix A: PUD Master Plan.

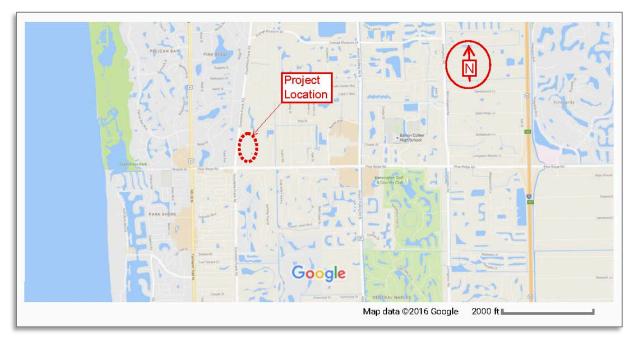


Figure 1 – Project Location Map

The Collier County approved ordinance currently allows the site to be developed for a maximum of 275,000 square feet of retail and commercial uses. Consistent with the approved Pine Ridge Commons PUD Traffic Impact Statement (TIS) prepared by Wilson Miller, dated August, 1999, the site is approved to be developed for up to a maximum 125,000sf gross leasable area of retail shopping and 150,000sf gross floor area of office financial institution space.

As this development has been under construction for a number of years, the built uses are as follows: Retail – 75,243sf, and General Office – 129,099sf (Office – 36,140sf, Valley National Bank – Out Parcel – 3,600sf, Naples Trust – Out Parcel – 6,000sf, Quarles & Brady office building – 43,993sf, and Premier Executive office building – 39,366sf).

The Pine Ridge Commons PUDA – GMPA proposes to retain the option to develop as currently allowed by zoning and add a potential development option consisting of the existing developed commercial uses and 325 residential multi-family dwelling units. In consideration of the proposed residential development option, the project will limit the commercial development to 200,000sf.

The project provides the highest and best use scenario with respect to the project's proposed trip generation. For the purpose of this report, the Institute of Transportation Engineers (ITE) Land Use Code 220 – Apartments, is utilized for the residential portion of this project. The development program is illustrated in **Table 1**.

Potential Development	ITE Land Use	ITE Land Use Code	Total Size
Approved DUD ⁽¹⁾	Shopping Center	820	125,000sf
Approved PUD ⁽¹⁾	General Office Building	710	150,000sf
	Shopping Center	820	70,901sf
Proposed PUDA Scenario ⁽²⁾	General Office Building	710	129,099sf
	Apartments	220	325 dwelling units

Table 1 Development Program

Note(s): ⁽¹⁾ Per approved Pine Ridge Commons PUD TIS, dated August, 1999. ⁽²⁾ Existing built to date conditions and proposed 325 apartments.

Access to the site is approved from both Goodlette-Frank Road and Pine Ridge Road. For the purposes of this rezone application, no changes to the previously approved accesses are requested.

Trip Generation

The project's site trip generation is based on the ITE <u>Trip Generation Manual, 9th Edition</u>, and the software program OTISS (Online Traffic Impact Study Software, most current version). The ITE rates and equations are used for the trip generation calculations, as applicable. The ITE – OTISS trip generation calculation worksheets are provided in **Appendix B: Trip Generation Calculations ITE 9th Edition**.

The residential associated common recreation amenities are considered passive incidental to residential use, and are not included in the trip generation analysis.

The **internal capture** accounts for a reduction in external traffic because of the interaction between the multiple land uses in a site. Per Collier County TIS Guidelines and Procedures, the internal capture trips should be reasonable and should not exceed 20% of the total project trips.

For this project, the software program OTISS is used to generate associated internal capture trips. The OTISS process follows the trip balancing approach as recommended in the ITE Trip Generation Manual, 9th Edition (Volume 1): User's Guide and Handbook, Chapter 7 – procedure for estimating multi-use trip generation internal capture, aka "triangle method".

The resulting internal capture rates are below the county limits.

The **pass-by trips** account for traffic that is already on the external roadway network and stops at the project on the way to a primary trip destination.

It should be noted that the driveway volumes are not reduced as a result of the pass-by reduction, only the traffic added to the surrounding streets and intersections. As such, pass-by trips are not deducted for operational-access analysis (all external traffic is accounted for).

Consistent with Collier County TIS Guidelines and Procedures, shopping center pass-by rates should not exceed 25% for the peak hour and the daily capture rates are assumed 10% lower than the peak hour capture rate. This analysis calculates Shopping Center LUC 820 pass-by daily rates at 15% and AM and PM peak hour rates at 25%.

The new PUDA – GMPA development scenario trip generation is illustrated in **Table 2A**. The trip generation analysis based on approved conditions is shown in **Table 2B**. The net new proposed trip generation (**Table 2C**) shows total proposed conditions versus existing allowed (the difference between **Table 2A** and **Table 2B**).

Development	24 Hour Two- Way Volume	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Shopping Center – 70,901sf ⁽¹⁾	5,431	78	48	126	228	248	476
General Office – 129,099sf ⁽¹⁾	1,594	207	28	235	38	185	223
Apartments – 325 du ⁽²⁾	2,093	33	130	163	127	69	196
Total Traffic	9,118	318	206	524	393	502	895
Total Internal	1,498	17	17	34	66	66	132
Total External	7,620	301	189	490	327	436	763
Total Pass-By	705	17	11	28	50	53	103
Total Net External	6,915	284	178	462	462 277 383		660

 Table 2A

 Trip Generation (Proposed PUDA Conditions) – Average Weekday

Note(s): ⁽¹⁾ sf=square feet. ⁽²⁾ du=dwelling units

The Generation (Approved POD Allowed) – Average Weekday									
Development	24 Hour Two- Way Volume	AM Peak Hour			PM Peak Hour				
		Enter	nter Exit Total		Enter	Exit	Total		
Shopping Center – 125,000sf ⁽¹⁾	7,851	111	68	179	334	362	696		
General Office – 150,000sf ⁽¹⁾	1,787	233	32	265	42	204	246		
Total Traffic	9,638	344	100	444	376	566	942		
Total Internal	550	4	4	8	18	18	36		
Total External	9,088	340	96	436	358	548	906		
Total Pass-By	1,136	27	17	44	82	88	170		
Total Net External	7,952	313	79	392	276	460	736		

Table 2BTrip Generation (Approved PUD Allowed) – Average Weekday

Note(s): (1) sf=square feet.

In agreement with the Collier County TIS guidelines, significantly impacted roadways are identified based on the proposed project highest peak hour trip generation and consistent with the peak hour of the adjacent street traffic. Based on the information contained in Collier

County 2017 Annual Update and Inventory Report (AUIR), the peak hour for adjacent roadway network is PM.

In agreement with the Collier County TIS Guidelines, the potential project's traffic impact is analyzed based on projected PM peak hour net new external trips generated as a result of the proposed PUDA-GMPA (as shown in **Table 2C**).

Development	24 Hour Two-	PM Peak Hour			
Development	Way Volume	Enter	Exit	Total	
Proposed PUDA (Net External Traffic)	6,915	277	383	660	
Approved PUD (Net External Traffic)	7,952	276	460	736	
Proposed New Net External Traffic Net Increase/(Net Decrease)	(1,037)	1	(77)	(76)	

Table 2C Trip Generation (Proposed Net New Traffic) – Average Weekday

As illustrated in **Table 2C**, from a traffic stand point, the proposed rezone development scenario is less intensive when compared to the maximum allowed under current zoning conditions.

A detailed evaluation of applicable access points will be performed at the time of site development permitting/platting to determine turn lane requirements, as applicable.

As requested by staff, additional trip distribution and assignment analysis is provided to better understand the project impacts. In addition, conservatively, the concurrency analysis is evaluated based on trips generated at proposed PUDA build-out conditions versus the estimated under existing built and occupied conditions (background traffic).

Trip Distribution and Assignment

Proposed PUDA Built-out Projected Total External Traffic

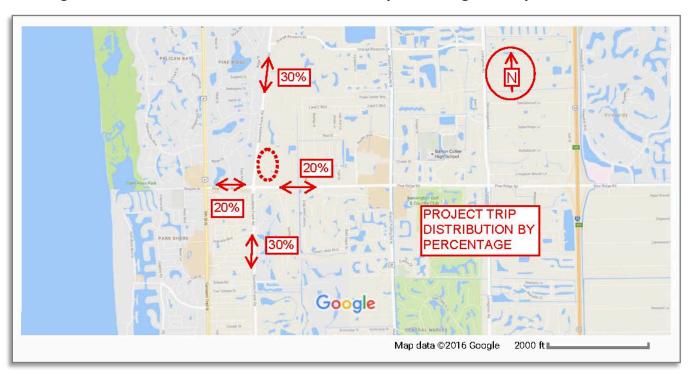
The total external traffic generated by the proposed PUDA project is empirically assigned to the adjacent roadways using the knowledge of the area and as coordinated during the methodology meeting with County staff.

The site-generated trip distribution is shown in **Table 3A, Traffic at Build-out Conditions** – **Distribution for Peak Hour** and is graphically depicted on the next page in **Figure 2 – Build-out Conditions – Distribution by Percentage and By PM Peak Hour**.

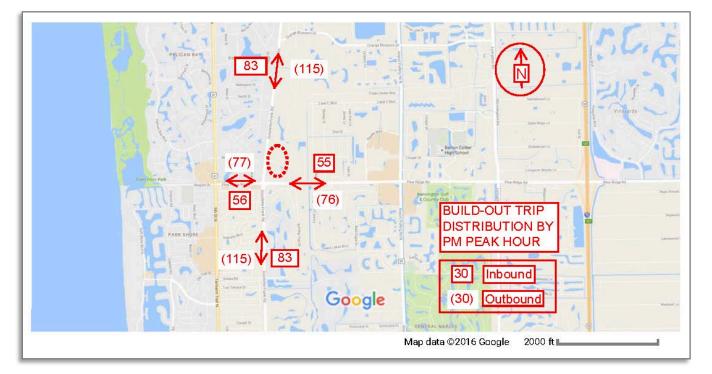
Roadway Link	Collier County	Roadway Link Location	Distribution of Project	PM Peak Hour Project Volume*	
Link	Link No.		Traffic	Enter	Exit
Goodlette - Frank Road	24.2	Orange Blossom to Pine Ridge Rd	30%	SB – 83	<u>NB – 115</u>
Goodlette - Frank Road	25.0	Pine Ridge Rd to Golden Gate Pkwy	30%	<u>NB – 83</u>	SB – 115
Pine Ridge Road	64.0	US 41 to Goodlette-Frank Rd	20%	<u>EB – 56</u>	WB – 77
Pine Ridge Road	65.0	Goodlette-Frank Rd to Shirley Street	20%	<u>WB – 55</u>	EB – 76

Table 3ATraffic at Build-out Conditions – Distribution for Peak Hour

Note(s): *Peak hour, peak direction traffic volumes are **<u>underlined</u>** and **<u>bold</u>**.







Concurrency Analysis

As requested by staff, for concurrency analysis purposes, the trip generation associated with the PUD built/occupied condition is illustrated in **Table 3B**. Per our site visit observations, the built and occupied uses are as follows: Retail – 20,000sf and General Office – 104,203sf

Development	24 Hour Two- Way Volume	AM Peak Hour			PM Peak Hour		
		Enter	Enter Exit Total		Enter	Exit	Total
Shopping Center – 20,000sf ⁽²⁾	2,386	36	22	58	98	106	204
General Office – 104,203sf ⁽²⁾	1,355	174	24	198	33	162	195
Total Traffic	3,741	210	46	256	131	268	399
Total Internal	168	2	2	4	5	5	10
Total External	3,573	208	44	252	126	263	389
Total Pass-By	345	9	5	14	24	26	50
Total Net External	3,228	199	39	238	102	237	339

Table 3BTrip Generation (Built/Occupied PUD) – Average Weekday⁽¹⁾

Note(s): ⁽¹⁾ For trip generation calculations refer to **Appendix B**. ⁽²⁾ sf=square feet.

As previously indicated, concurrency analysis is calculated based on net new external traffic at PM peak hour period: trips generated at proposed PUDA build-out conditions versus existing built – occupied conditions generated traffic (background traffic), as depicted in **Table 3C** which follows.

 Table 3C

 Trip Generation (New Net External Traffic at Build-out Conditions) – Average Weekday

Development		PM Peak Hour				
	Enter	Exit	Total			
Proposed Build-out Conditions (Net External Traffic)	277	383	660			
Existing Built Conditions (Net External Traffic)	102	237	339			
New Net External Traffic Net Increase/(Net Decrease)	175	146	321			

The new net external site-generated traffic distribution is shown in **Table 3D**, **Net New Traffic Conditions – Distribution for Peak Hour** and is graphically depicted in **Figure 3 – Net New Traffic by PM Peak Hour**.

Roadway Link	Collier County	Roadway Link Location	Distribution PM Peak Hour Padway Link Location of Project Volume		•
LIIIK	Link No.		Traffic	Enter	Exit
Goodlette - Frank Road	24.2	Orange Blossom to Pine Ridge Rd	30%	SB – 53	<u>NB – 44</u>
Goodlette - Frank Road	25.0	Pine Ridge Rd to Golden Gate Pkwy	30%	<u>NB – 52</u>	SB – 44
Pine Ridge Road	64.0	US 41 to Goodlette-Frank Rd	20%	<u>EB – 35</u>	WB – 29
Pine Ridge Road	65.0	Goodlette-Frank Rd to Shirley Street	20%	<u>WB – 35</u>	EB – 29

Table 3DNet New Traffic Conditions – Distribution for Peak Hour

Note(s): *Peak hour, peak direction traffic volumes are <u>underlined</u> and <u>bold</u> to be used in Roadway Link Level of Service calculations.

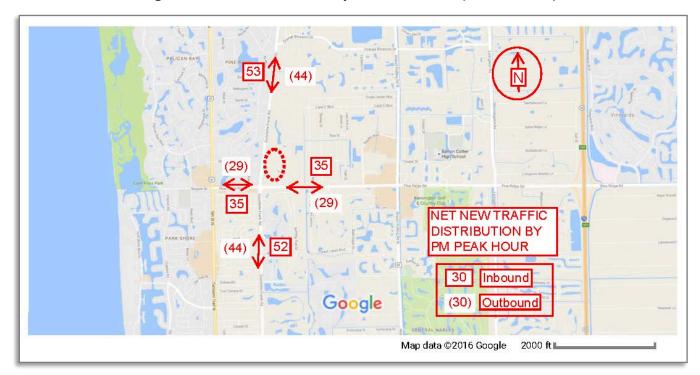


Figure 3 – Net New Traffic by PM Peak Hour (at Build Out)

Background Traffic

Average background traffic growth rates were estimated for the segments of the roadway network in the study area using the Collier County Transportation Planning Staff guidance of a minimum 2% growth rate, or the historical growth rate from peak hour peak direction volume (estimated from 2008 through 2017), whichever is greater.

Another way to derive the background traffic is to use the 2017 AUIR volume plus the trip bank volume. **Table 4, Background Traffic without Project** illustrates the application of projected growth rates to generate the projected background (without project) peak hour peak direction traffic volume for the build-out year 2022.

Roadway Link	CC AUIR Link ID #	Roadway Link Location	2017 AUIR Pk Hr, Pk Dir Background Traffic Volume (trips/hr)	Projected Traffic Annual Growth Rate (%/yr)*	Growth Factor	2022 Projected Pk Hr, Peak Dir Background Traffic Volume w/out Project (trips/hr) Growth Factor**	Trip Bank	2022 Projected Pk Hr, Peak Dir Background Traffic Volume w/out Project (trips/hr) Trip Bank***
Goodlette - Frank Road	24.2	Orange Blossom to Pine Ridge Rd	1,550	2.0%	1.1041	<u>1,712</u>	0	1,550
Goodlette - Frank Road	25.0	Pine Ridge Rd to Golden Gate Pkwy	1,890	2.0%	1.1041	<u>2,087</u>	0	1,890
Pine Ridge Road	64.0	US 41 to Goodlette- Frank Rd	1,860	2.0%	1.1041	<u>2,054</u>	6	1,866
Pine Ridge Road	65.0	Goodlette- Frank Rd to Shirley Street	1,970	2.0%	1.1041	<u>2,176</u>	1	1,971

Table 4Background Traffic without Project (2017 - 2022)

Note(s): *Annual Growth Rate - from 2017 AUIR, 2% minimum. **Growth Factor = (1+Annual Growth Rate) ⁵. 2022 Projected Volume= 2017 AUIR Volume x Growth Factor. ***2022 Projected Volume= 2017 AUIR Volume + Trip Bank. The projected 2022 Peak Hour – Peak Direction Background Traffic is the greater of the Growth Factor or Trip Bank calculation, which is **underlined** and **bold** as applicable.

Existing and Future Roadway Network

The existing roadway conditions are extracted from the 2017 Annual Update and Inventory Report (AUIR) and the project roadway conditions are based on the current Collier County 5-Year Work Program. Roadway improvements that are currently under construction or are scheduled to be constructed within the five-year Transportation Improvement Plan (TIP) or Capital Improvement program (CIP) are considered to be committed improvements. As no such improvements were identified in the Collier County 2017 AUIR, the evaluated roadways are anticipated to remain as such through project build-out. The existing and future roadway conditions are illustrated in **Table 5**, Existing and Future Roadway Conditions.

Roadway Link	CC AUIR Link ID #	Roadway Link Location	Exist Roadway	Min. Standard LOS	Exist Peak Dir, Peak Hr Capacity Volume	Future Project Build out Roadway
Goodlette - Frank Road	24.2	Orange Blossom to Pine Ridge Road	6D	E	2,400 (NB)	6D
Goodlette - Frank Road	25.0	Pine Ridge Road to Golden Gate Parkway	6D	E	3,000 (NB)	6D
Pine Ridge Road	64.0	US 41 to Goodlette-Frank Road	6D	E	2,800 (EB)	6D
Pine Ridge Road	65.0	Goodlette-Frank Road to Shirley Street	6D	E	2,800 (WB)	6D

Table 5Existing and Future Roadway Conditions

Note(s): 2U = 2-lane undivided roadway; 4D, 6D, 8D =4-lane, 6-lane, 8-lane divided roadway, respectively; LOS = Level of Service

Project Impacts to Area Roadway Network-Link Analysis

The Collier County Transportation Planning Services developed Level of Service (LOS) volumes for the roadway links impacted by the project, which were evaluated to determine the project impacts to the area roadway network in the future year 2022. The Collier County Transportation Planning Services guidelines have determined that a project will be considered to have a significant and adverse impact if **both** the percentage volume capacity exceeds 2% of the capacity for the link directly accessed by the project and for the link adjacent to the link directly accessed by the project; 3% for other subsequent links **and** if the roadway is projected to operate below the adopted LOS standard.

Based on these criteria, this project does not create any significant and adverse impacts to the area roadway network. **Table 6, Roadway Link Level of Service** illustrates the LOS impacts of the project on the roadway network closest to the project. All analyzed roadway links are projected to operate above the adopted LOS standard with or without the project at 2022 future build-out conditions.

As illustrated in Collier County Land Development Code (LDC), Chapter 6.02.02 – M.2., once traffic from a development has been shown to be less than significant on any segment using Collier County TIS criterion, the development's impact is not required to be analyzed further on any additional segments.

Roadway Link	CC AUIR Link ID #	Roadway Link Location	2017 Peak Dir, Peak Hr Capacity Volume	Roadway Link, Peak Dir, Peak Hr (Project Vol Added)*	2022 Peak Dir, Peak Hr Volume w/Project **	% Vol Capacity Impact by Project	Min LOS exceeded without Project? Yes/No	Min LOS exceeded with Project? Yes/No
Goodlette - Frank Road	24.2	Orange Blossom to Pine Ridge Rd	2,400 (NB)	<u>NB – 44</u>	<u>1,756</u>	1.83%	No	No
Goodlette - Frank Road	25.0	Pine Ridge Rd to Golden Gate Pkwy	3,000 (NB)	<u>NB – 52</u>	<u>2,139</u>	1.73%	No	No
Pine Ridge Road	64.0	US 41 to Goodlette- Frank Rd	2,800 (EB)	<u>EB – 35</u>	<u>2,089</u>	1.25%	No	No
Pine Ridge Road	65.0	Goodlette- Frank Rd to Shirley Street	2,800 (WB)	<u>WB – 35</u>	<u>2,211</u>	1.25%	No	No

Table 6Roadway Link Level of Service (LOS) – With Project in the Year 2022

Note(s): *Refer to **Table 3D** from this report. **2022 Projected Volume= 2022 background (refer to **Table 4**) + Project Volume added.

The analyzed Pine Ridge Road and Goodlette-Frank Road (north of Pine Ridge Road) links are located within the Northwest Transportation Concurrency Management Area (TCMA). The TCMAs designation is provided in Policy 5.6 of the Transportation Element.

In agreement with Policy 5.7 of the Transportation Element, the TCMA concurrency is measured on a system-wide basis such that each TCMA shall maintain 85% of its lane miles at

or above the LOS standards. Based on the information contained in 2017 AUIR, the Northwest TCMA percent lane miles meeting standard is 98.9%.

As illustrated in Policy 5.8(d) – Transportation Element, no impact will be de minimus if it exceeds the adopted LOS standard of any affected designated hurricane evacuation routes within a TCMA. Any impact to a hurricane evacuation route within a TCMA shall require a proportionate share congestion mitigation payment provided the remaining LOS requirements of the TCMA are maintained. As illustrated in **Table 6**, no LOS deficiencies are expected for the analyzed roadway network.

Intersection Operational Analysis

Accesses to the site are approved from both Goodlette-Frank Road and Pine Ridge Road. For the purposes of this rezone application, no changes to the previously approved accesses are requested. As requested by Collier County Transportation staff, Pine Ridge Road and Goodlette-Frank Road intersection is analyzed for both current peak conditions (year 2018) and future peak traffic projections (year 2022). The existing intersection lane configuration is illustrated in **Figure 4**.



Figure 4 – Pine Ridge Rd and Goodlette-Frank Rd Intersection

Pine Ridge Road (CR 896) is under Collier County jurisdiction and it is currently a six-lane eastwest divided urban arterial roadway and has a posted legal speed limit of 45 mph in the vicinity of project.

Goodlette-Frank Road (CR 851) is under Collier County jurisdiction and it is currently a northsouth urban arterial roadway and has a posted legal speed limit of 45 mph in the vicinity of project.

To support the traffic analysis, intersection turning movement counts were conducted on the subject sites on January 31, 2018. AM and PM peak period turning movement data were collected in 15-minute intervals from 7-9 AM, and from 4-6 PM.

A summary of the intersection turning movement counts is provided in **Appendix C: Intersection Raw Turning Movement Counts**.

Traffic count volumes collected are adjusted for peak season conditions by using the peak season conversion factor (PSCF) as illustrated in FDOT 2017 Peak Season Factor Category Report (most current data). As such, the 2018 traffic counts are adjusted by using a PSCF = 1.01 to better illustrate peak season conditions.

Annual growth rates utilized to evaluate the traffic for future conditions are considered as 2% for Pine Ridge Rd. and Vanderbilt Beach Rd. (as illustrated in **Table 4**).

The subject intersection is evaluated based on the calculated background traffic (2018 and 2022) with the additional traffic estimated to PUD buildout conditions. A summary of the projected peak season background traffic and project traffic is provided in **Appendix D: Intersections Peak Season Traffic**.

Capacity and Quality/Level of Service (LOS)

Capacity is defined as the maximum rate at which vehicles can pass through a given point in an hour under prevailing conditions.

An assessment of the Level of Service (LOS) and volume to capacity ratio analysis of the subject intersections are conducted using Synchro Studio 9 traffic software.

The intersection control delay is used as the basis for determining LOS, ranging from LOS A to LOS F using the delay ranges for signalized intersections.

According to Highway Capacity Manual 2010 (HCM 2010), the level of service criterion for intersections is shown in **Table 7**.

Average Delay (seconds / vehicle)	LOS
Signalized Intersections	Unsignalized intersections	L03
< 10.0	< 10.0	А
> 10.0 to < 20.0	> 10.0 to < 15.0	В
> 20.0 to < 35.0	> 15.0 to < 25.0	С
> 35.0 to < 55.0	> 25.0 to < 35.0	D
> 55.0 to < 80.0	> 35.0 to < 50.0	E
> 80.0	> 50.0	F

Table 7Level of Service for Intersections

Based on HCM guidelines, the general description of each LOS is as follows: LOS A – free flow; LOS B – stable flow with slight delays, LOS C – stable flow with acceptable delays, LOS D – approaching unstable flow with tolerable delay and unfavorable progression, LOS E – unstable flow with intolerable delay and poor progression to all movements, and LOS F – forced flow (congested and queues fail to clear) and poor progression to all movements.

The LOS for an overall approach or intersection is determined solely by the control delay. In addition, if the volume-to-capacity (V/C) ratio for a lane group exceeds 1.0, LOS F is assigned to the individual lane group.

To support the signalized intersection analyses, the existing signal programmed Eight Phase Actuated Controller (EPAC) data was provided by Collier County Transportation staff.

The percent heavy vehicle is assumed the Design Hour Truck (DHT) – the percent of trucks expected to use the roadway segment during the design hour of the design year. Design Hour Truck is determined as half of T24 (annual 24-hour percentage of trucks). A 2% heavy vehicle factor is assumed for all movements for the purposes of this analysis.

The volume to capacity ratio (V/C), also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A V/C ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. As the V/C ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur. Once the demand exceeds the capacity (a V/C ratio greater than 1.0), traffic flow is unstable and excessive delay and queuing

is expected. Under these conditions vehicles may require more than one signal cycle to pass through the intersection (known as cycle failure). For design purposes, a V/C ratio between 0.85 and 0.95 is generally utilized for the peak hour of the horizon year. For the purposes of this analysis, each intersection movement is analyzed to ensure that the threshold value of V/C failure (1.0) is not exceeded.

The results of the Synchro 9 intersection analyses for AM and PM peak hour conditions are summarized in **Table 7**. Synchro 9 intersection worksheets are provided in **Appendix E:** Intersection Analysis – Synchro 9 Printouts.

Study Intersection	2018 Peak Season Background Traffic	2022 Peak Season Background Traffic	2022 Peak Season Background Traffic with PUD Build-out Traffic
AM Peak Hour			
Intersection LOS	D	D	D
Each Approach LOS Failure (LOS F)	No	No	No
V/C ratio > 1 for Specific Movements	No	No	No
PM Peak Hour	·		
Intersection LOS	D	D	D
Each Approach LOS Failure (LOS F)	No	No	No
V/C ratio > 1 for Specific Movements	No	No	No

Table 7Intersection Analysis Summary

Based on the results of this analysis, the study area intersection operates at an acceptable level of service under current 2018 and future 2022 background conditions and is anticipated to continue to operate at acceptable level of service with the additional traffic associated with the PUD at buildout-out conditions.

In addition, the threshold value of failure for V/C is not exceeded for any intersection movements associated with AM and PM peak pour conditions.

Improvement Analysis

Based on the link analysis and trip distribution, the additional net new traffic is not a significant and adverse traffic generator for the roadway network at this location.

As illustrated in our analysis, the projected traffic impact is neither significant nor adverse for the purposes of this application. The Northwest TCMA contains sufficient capacity to maintain

85% of its lane miles at or above the LOS standard (as required in Policy 5.7 of the Transportation Element).

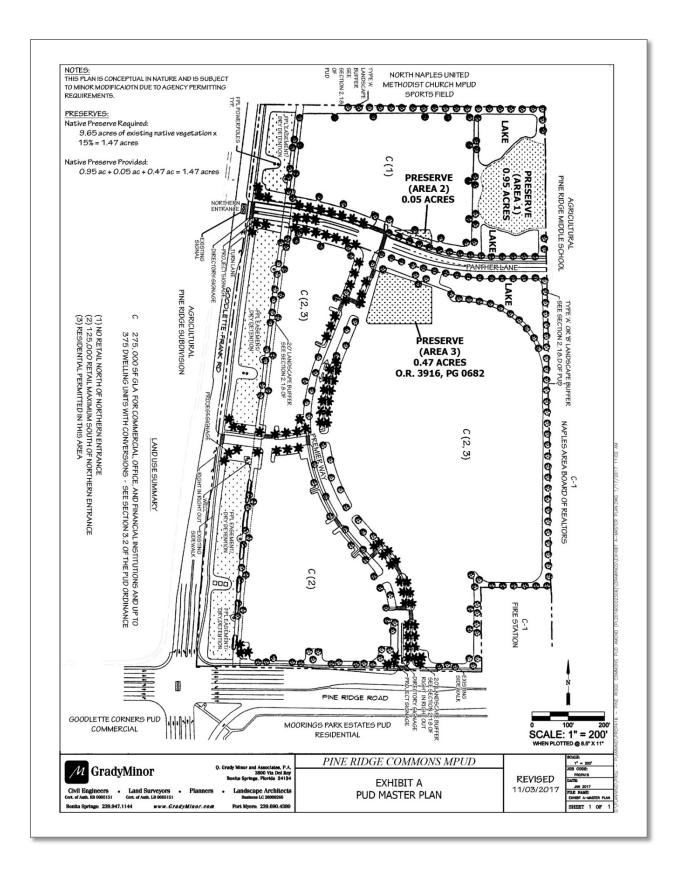
Based on the results of the Goodlette-Frank Road and Pine Ridge Road intersection analysis, the study area intersection operates at an acceptable level of service under current 2018 and future 2022 background conditions and is anticipated to continue to operate at acceptable level of service with the additional traffic associated with the PUD at buildout conditions.

A detailed evaluation of applicable access points will be performed at the time of site development permitting/platting to determine turn lane requirements, as applicable.

Mitigation of Impact

The developer proposes to pay the appropriate Collier County Road Impact Fee as building permits are issued for the project.

Appendix A: PUD Master Plan



Appendix B: Trip Generation Calculations ITE 9th Edition

Approved PUD Development

Land Use	Size	Weekday	ay	AM Peak Hour	·	PM Peak Hour	Hour
		Entry Exit	Exit	Entry	Exit	Entry	Exit
820 - Shopping Center (General							
Urban/Suburban)	125 1000 Sq. Feet Gross Leasable Area	3926	3925	111	68	334	362
Reduction	5	0	0	0	0	0	0
Internal		157	118	7	2	7	11
Pass-by		565	571	27	17	82	88
Non-pass-by		3204	3236	82	49	245	263
710 - General Office Building (General							
Urban/Suburban)	150 1000 Sq. Feet Gross Floor Area	894	893	233	32	42	204
Reduction	3	0	0	0	0	0	0
Internal		118	157	7	2	11	7
Pass-by		0	0	0	0	0	0
Non-pass-by		776	736	231	30	31	197
Total		4820	4818	344	100	376	566
Total Reduction		0	0	0	0	0	0
Total Internal		275	275	4	4	18	18
Total Pass-by		565	571	27	17	82	88
Total Non-pass-by		3980	3972	313	79	276	460

				PERIOD SET	TING				
Analysis Nar Project Name		Weekday Pine Ridge Approved F		ons - No :					
Date:		1/7/2018	UD	City:					
State/Provine	ce:				ostal Code:				
Country: Analyst's Na	me:			Editi	t Name: on:	П	TE-TGM 9	th Edition	
and Use		Independent Variable	Size	Time Period	Method		Entry	Exit	Total
320 - Shoppir General Jrban/Suburl			125	Weekday	Best Fit (LOG) Ln(T) = 0.65Lr +5.83		3926 50%	3925 50%	7851
710 - Genera Building (Ger Jrban/Suburl	l Office ieral	1000 Sq. Feet Gross Floor Area	150 1	Weekday	Best Fit (LOG Ln(T) = 0.76Li +3.68		894 50%	893 50%	1787
710 - Genera	I Office Bu	uilding		0 %	894	0 %		893	
				INTERNAL TI	RIPS				
20 - Shoppi	ng Center	r				710 - G	eneral O	ffice Build	ling
xit 3925	Dem	and Exit: 3 %	(118)	Balanced: 118	Demand Entry	: 15 %	(134)	Entry	894
intry 3926	Dem	and Entry: 4 %	(157)	Balanced: 157	Demand Exit:	22 %	(196)	Exit	893
320 - S hoppi	ng Cente	r		_					
	Total Tr	ips	710	rnal Trips - General Office ding	Total		Externa	l Trips	
Intry	3926 (10			(4%)	157 (4%)		3769 (96		
Exit	3925 (10 7851 (10	-		(3%)	118 (3%) 275 (4%)		3807 (97 7576 (9		
Total		/ • /	210					- / • /	

1 IV - General	Office Building				Pa
		Internal Trips			
	Total Trips	820 - Shopping Center	Total	Externa	al Trips
Entry	894 (100%)	118 (13%)	118 (13%)	776 (87	%)
	893 (100%)	157 (18%)	157 (18%)	736 (82	
Total	1787 (100%)	275 (15%)	275 (15%)	1512 (8	85%)
		EXTERNAL T	RIPS		
Land Use		External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
820 - Shopping	g Center	7576	15	1136	6440
710 - General (Office Building	1512	0	0	1512
nternal Trips N	lotes:				
nternal Trips N	Notes:				
	Notes:	ITE DEVIATION I	DETAILS		
	Notes:	ITE DEVIATION	DETAILS		
null	No deviations from 17		DETAILS		
null Weekday		ſĒ.	DETAILS		
null Weekday Landuse	No deviations from 1 No deviations from 1 820 - Shopping Cent	ſĒ.	1)		
null Weekday Landuse Methods	No deviations from IT No deviations from IT 820 - Shopping Cent ITE does not recomm 710 - General Office	ΓΕ. ΓΕ. er (General Urban/Suburbar	n) for this case. burban)		
null Weekday Landuse Methods	No deviations from IT No deviations from IT 820 - Shopping Cent ITE does not recomm 710 - General Office	rE. rE. er (General Urban/Suburbar nend a particular pass-by% f Building (General Urban/Sul	n) for this case. burban)		
null Weekday Landuse Methods	No deviations from IT No deviations from IT 820 - Shopping Cent ITE does not recomm 710 - General Office	rE. rE. er (General Urban/Suburbar nend a particular pass-by% f Building (General Urban/Sul	n) for this case. burban)		

Print Preview SUMMARY	Page 3 of 3
Total Entering	4820
Total Exiting	4818
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	275
Total Exiting Internal Capture Reduction	275
Total Entering Pass-by Reduction	565
Total Exiting Pass-by Reduction	571
Total Entering Non-Pass-by Trips	3980
Total Exiting Non-Pass-by Trips	3972

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06/22/2018

								Pa
		Р	ERIOD SETTI	NG				
Analysis Name :	AM Peak Ho							
Project Name :	Pine Ridge (Approved Pl		s- No:					
Date:	1/7/2018		City:					
State/Province:			Zip/Pos	stal Code:				
Country:			Client					
Analyst's Name:			Edition	3	IT	E-TGM 9	th Edition	n
Land Use	Independent Variable	Size	Time Period	Method		Entry	Exit	Total
320 - Shopping Cent		125	Weekday, Peak			111	68	179
General Jrban/Suburban)	Gross Leasable Area		Hour of Adjacen Street Traffic.	t Ln(T) = 0.61L +2.24	n(X)	62%	38%	
- Carlo Good During	1100		One Hour					
			Between 7 and 9 a.m.	9				
710 - General Office	1000 Sq. Feet	150	a.m. Weekday, AM	Best Fit (LOG)	233	32	265
Building (General	Gross Floor Area	100	Peak Hour of	Ln(T) = 0.8Ln			12%	200
Jrban/Suburban)			Generator					
			The time per	ious do not mat	211.			
		TRA	FFIC REDUCT	IONS				
			atr.					
_and Use		E	atr.	TIONS	Exit Ree	duction	Adjust	ed Exit
320 - Shopping Cent		Ei Ri O	ntry A eduction % 1	idjusted Entry	0 %	duction	68	ed Exit
320 - Shopping Cent		Ei Re	ntry A eduction % 1	djusted Entry		duction		ed Exit
320 - Shopping Cent		Ei Ri O	ntry A eduction % 1	idjusted Entry	0 %	duction	68	ed Exit
320 - Shopping Cent		EI Rd O O	ntry A eduction % 1	Idjusted Entry 11 33	0 %	duction	68	ed Exit
320 - Shopping Cent 710 - General Office	Building	EI Rd O O	ntry A eduction A % 1 % 2	Idjusted Entry 11 33	0%		68 32	
320 - Shopping Cent 710 - General Office 720 - Shopping Cen	Building	E i R i 0 0	ntry A eduction A % 1 % 2	Idjusted Entry 11 33	0 % 0 % 710 - Ge	eneral O	68 32	
320 - Shopping Cent 710 - General Office 320 - Shopping Cen Exit 68 De	Building	Ei Ri 0 0 1 N	ntry A eduction 1 % 2 JTERNAL TRI	ndjusted Entry 11 33 PS	0 % 0 % 710 - G 7: 31 %	eneral O (72)	68 32	lding ry 233
220 - Shopping Cent 710 - General Office 20 - Shopping Cen Exit 68 De Entry 111 De	Building ter emand Exit: 3 % (2 emand Entry: 2 % (2	Ei R 0 0 1 1 1 1 2)	ntry A eduction 1 % 2 JTERNAL TRI Balanced: 2 Balanced: 2	Adjusted Entry 11 33 PS Demand Entry	0 % 0 % 710 - G 7: 31 %	eneral O (72)	68 32 ffice Bui	lding ry 233
20 - Shopping Cent 20 - General Office 20 - Shopping Cen Exit 68 De Entry 111 De 320 - Shopping Cen	Building ter emand Exit: 3 % (2 emand Entry: 2 % (2 ter	Ei R 0 0 1 1 1 2) 2) 2) 1 1 1 1 1 1	ntry A eduction % 1 % 2 ITERNAL TRI Balanced: 2 Balanced: 2 Balanced: 2 mal Trips	Adjusted Entry 11 33 PS Demand Entry Demand Exit:	0 % 0 % 710 - G 7: 31 %	eneral O (72) (7)	68 32 ffice Bui Entr Exit	lding ry 233
320 - Shopping Cent 710 - General Office 220 - Shopping Cen Exit 68 De Entry 111 De 320 - Shopping Cen	Building ter emand Exit: 3 % (2 emand Entry: 2 % (2	Ei R 0 0 1 1 1 2) 2) 2) 1 1 1 1 1 1	ntry A eduction % 1 % 2 ITERNAL TRI Balanced: 2 Balanced: 2 hal Trips General Office	Adjusted Entry 11 33 PS Demand Entry	0 % 0 % 710 - G 7: 31 %	eneral O (72) (7)	68 32 ffice Bui	lding ry 233
320 - Shopping Cent 710 - General Office 220 - Shopping Cen Exit 68 De Entry 111 De 320 - Shopping Cen Tota	Building ter emand Exit: 3 % (2 emand Entry: 2 % (2 ter	Ei R 0 0 1 1 1 2) 2) 2) 2) 1 1 1 1 1 1 7 10 -	ntry A eduction 1 % 2 JTERNAL TRI Balanced: 2 Balanced: 2 Balanced: 2 hal Trips General Office ing	Adjusted Entry 11 33 PS Demand Entry Demand Exit:	0 % 0 % 710 - G 7: 31 %	eneral O (72) (7)	68 32 ffice Bui Entr Exit	lding ry 233
Entry 111 De 320 - Shopping Cen Tota Entry 111	Building ter emand Exit: 3 % (2 emand Entry: 2 % (2 ter I Trips	2) Intern 710 - Build	ntry eduction A % 1 % 2 ITERNAL TRI Balanced: 2 Balanced: 2 hal Trips General Office ing	Adjusted Entry 11 33 PS Demand Entry Demand Exit: Total	0 % 0 % 710 - G 7: 31 %	eneral O (72) (7) Externa	68 32 ffice Bui Entr Exit al Trips %)	lding ry 233

						Page
710 - General	Office Building Total Trips	Internal Trips		Exterr	nal Trips	
Entry	233 (100%)	820 - Shopping Cent 2 (1%)	ter Total 2 (1%)	231 (9	9%)	
Exit	32 (100%)	2 (6%)	2 (6%)	30 (94		
Total	265 (100%)	4 (2%)	4 (2%)	261 (9		_
		EXTERNAL TR	RIPS			
Land Use		External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips	
820 - Shopping	g Center	175	25	44	131	
710 - General (Office Building	261	0	0	261	
		NOTES				
nternal Trips N	Notes:					
null		ITE DEVIATION D	S ALARCA HEREIN			
		reet Traffic, One Hour Betw	S ALARCA HEREIN	m.		
null Weekday, Pea Landuse	ak Hour of Adjacent St	reet Traffic, One Hour Betwo Έ.	S ALARCA HEREIN	m.		
null Weekday, Pea	ak Hour of Adjacent St No deviations from IT No deviations from IT 820 - Shopping Cente	reet Traffic, One Hour Betwo Έ.	een 7 and 9 a.ı	 m.		
null Weekday, Pea Landuse Methods External Trips	ak Hour of Adjacent St No deviations from IT No deviations from IT 820 - Shopping Cente	reet Traffic, One Hour Betw E. E. er (General Urban/Suburban) hend a particular pass-by% for	een 7 and 9 a.ı			
null Weekday, Pea Landuse Methods External Trips	ak Hour of Adjacent St No deviations from IT No deviations from IT 820 - Shopping Cente ITE does not recomm	reet Traffic, One Hour Betwo E. E. er (General Urban/Suburban) eend a particular pass-by% for	een 7 and 9 a.ı	m.		
null Weekday, Pea Landuse Methods External Trips Weekday, AM Landuse	ak Hour of Adjacent St No deviations from IT No deviations from IT 820 - Shopping Cente ITE does not recomm Peak Hour of Generat	reet Traffic, One Hour Betwo 'E. 'E. er (General Urban/Suburban) nend a particular pass-by% for tor 'E.	een 7 and 9 a.ı	m.		
null Weekday, Pea Landuse Methods External Trips Weekday, AM	ak Hour of Adjacent St No deviations from IT No deviations from IT 820 - Shopping Cente ITE does not recomm Peak Hour of Generat No deviations from IT No deviations from IT 710 - General Office	reet Traffic, One Hour Betwo 'E. 'E. er (General Urban/Suburban) nend a particular pass-by% for tor 'E.	een 7 and 9 a.i r this case. urban)	m.		

Preview	Page 3
SUMMARY	
Total Entering	344
Total Exiting	100
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	4
Total Exiting Internal Capture Reduction	4
Total Entering Pass-by Reduction	27
Total Exiting Pass-by Reduction	17
Total Entering Non-Pass-by Trips	313
Total Exiting Non-Pass-by Trips	79

		P	ERIOD SETT	ING				
Analysis Name :	PM Peak Ho	ur						
Project Name :	Pine Ridge (Approved Pl		s- No:					
Date:	1/7/2018		City:					
State/Province:				ostal Code:				
Country:				t Name:				
Analyst's Name:			Editio	on:	11	E-TGM 9	th Editio	1
Land Use	Independent Variable	Size	Time Period	Method		Entry	Exit	Total
820 - Shopping Cent (General Urban/Suburban)	er 1000 Sq. Feet Gross Leasable Area	125				334 48%	362 52%	696
710 - General Office Building (General Urban/Suburban)	1000 Sq. Feet Gross Floor Area	150	Weekday, PM Peak Hour of Generator	Best Fit (LIN) T = 1.12 (X)+		42 17%	204 83%	246
		TRA	The time p FFIC REDUC	eriods do not mat	ch.			
Land Use		E	FFIC REDUC	TIONS		duction	Adjust	ed Exit
	er	Ei Re	FFIC REDUC	TIONS Adjusted Entry	Exit Re	duction		ed Exit
820 - Shopping Cent		Ei Ra O	FFIC REDUC ntry eduction %	CTIONS Adjusted Entry 334	Exit Re	duction	Adjust 362 204	ed Exit
820 - Shopping Cent		Ei Re	FFIC REDUC ntry eduction %	TIONS Adjusted Entry	Exit Re	duction	362	ed Exit
820 - Shopping Cent		Ei Ra O O	FFIC REDUC ntry eduction %	Adjusted Entry 334 42	Exit Re	duction	362	ed Exit
820 - Shopping Cent 710 - General Office	Building	Ei Ra O O	FFIC REDUC ntry eduction %	Adjusted Entry 334 42	Exit Re 0 % 0 %	duction	362 204	
Land Use 820 - Shopping Cent 710 - General Office 820 - Shopping Cent Exit 362 D	Building	E R 0 0	FFIC REDUC ntry eduction %	Adjusted Entry 334 42	Exit Re 0 % 0 %	eneral O	362 204	
820 - Shopping Cent 710 - General Office 820 - Shopping Cen Exit 362 De	Building	Ei R 0 0 1	FFIC REDUC Intry eduction % %	Adjusted Entry 334 42	Exit Re 0 % 0 % 710 - G y: 31 %	eneral O (13)	362 204	lding ry 42
820 - Shopping Cent 710 - General Office 820 - Shopping Cen Exit 362 Da Entry 334 Da	Building ter emand Exit: 3 % (1 emand Entry: 2 % (7	Ei R 0 0 1)	FFIC REDUC ntry eduction % % ITERNAL TR Balanced: 11 Balanced: 7	Adjusted Entry 334 42 RIPS	Exit Re 0 % 0 % 710 - G y: 31 %	eneral O (13)	362 204 ffice Bui	lding ry 42
820 - Shopping Cent 710 - General Office 820 - Shopping Cen Exit 362 De Entry 334 De 820 - Shopping Cen	Building ter emand Exit: 3 % (1 emand Entry: 2 % (7	Ei R 0 0 1 1 1) 1) 1) 1) 1) 1) 1) 1) 1) 1) 1) 1)	FFIC REDUC ntry eduction % % NTERNAL TR Balanced: 11 Balanced: 7 nal Trips General Office	Adjusted Entry 334 42 RIPS	Exit Re 0 % 0 % 710 - G y: 31 %	eneral O (13) (47)	362 204 ffice Bui	lding ry 42
820 - Shopping Cent 710 - General Office 820 - Shopping Cen Exit 362 De Entry 334 De 820 - Shopping Cer Tota	Building ter emand Exit: 3 % (1 emand Entry: 2 % (7 nter	Ei R 0 0 1 1 1)	FFIC REDUC ntry eduction % % NTERNAL TR Balanced: 11 Balanced: 7 hal Trips General Office ing	Adjusted Entry 334 42 RIPS Demand Entr Demand Exit	Exit Re 0 % 0 % 710 - G y: 31 %	eneral O (13) (47)	362 204 ffice Bui Ent Exit	lding ry 42

	696 (100%)	18 (3%)	18 (3%)	678 (9	97%)	
			,,			_
710 - General	Office Building					
	Total Trips	Internal Trips		Extern	nal Trips	
Entry	42 (100%)	820 - Shopping Cen	ter Total 11 (26%)	31 (74	%)	
Exit	204 (100%)	7 (3%)	7 (3%)	197 (9		
Total	246 (100%)	18 (7%)	18 (7%)	228 (9		_
		EXTERNAL T	RIPS			
Land Use		External Trips	Pass-by%	Pass-by Trips	Non-pass-by	
820 - Shopping	Center	678		170	Trips 508	
710 - General (228	0 25	0	228	
	Shice Balang	220	0	0	220	
		ITE DEVIATION D	DETAILS			
Weekday, Pea Landuse	k Hour of Adjacent S i No deviations from I [*]	treet Traffic, One Hour Betw		m.		
		treet Traffic, One Hour Betw ⊺E.		m.		
Landuse	No deviations from I No deviations from I 820 - Shopping Cent	treet Traffic, One Hour Betw ⊺E.	veen 4 and 6 p.i			
Landuse Methods External Trips	No deviations from I No deviations from I 820 - Shopping Cent	t reet Traffic, One Hour Betw TE. TE. er (General Urban/Suburban % (25) is not provided by ITE	veen 4 and 6 p.i			
Landuse Methods External Trips	No deviations from I [*] No deviations from I [*] 820 - Shopping Cent The chosen pass-by	t reet Traffic, One Hour Betw FE. FE. er (General Urban/Suburban % (25) is not provided by ITE tor	veen 4 and 6 p.i			
Landuse Methods External Trips Weekday, PM	No deviations from I No deviations from I 820 - Shopping Cent The chosen pass-by Peak Hour of Genera	treet Traffic, One Hour Betw FE. TE. er (General Urban/Suburban % (25) is not provided by ITE tor FE.	veen 4 and 6 p.i			
Landuse Methods External Trips Weekday, PM Landuse	No deviations from 1 No deviations from 1 820 - Shopping Cent The chosen pass-by Peak Hour of General No deviations from 1 No deviations from 1 710 - General Office	treet Traffic, One Hour Betw FE. TE. er (General Urban/Suburban % (25) is not provided by ITE tor FE.	veen 4 and 6 p.i			
Landuse Methods External Trips Weekday, PM Landuse Methods	No deviations from 1 No deviations from 1 820 - Shopping Cent The chosen pass-by Peak Hour of General No deviations from 1 No deviations from 1 710 - General Office	treet Traffic, One Hour Betw TE. TE. er (General Urban/Suburban % (25) is not provided by ITE tor TE. TE. Building (General Urban/Sub	veen 4 and 6 p.i			
Landuse Methods External Trips Weekday, PM Landuse Methods	No deviations from 1 No deviations from 1 820 - Shopping Cent The chosen pass-by Peak Hour of General No deviations from 1 No deviations from 1 710 - General Office	treet Traffic, One Hour Betw TE. TE. er (General Urban/Suburban % (25) is not provided by ITE tor TE. TE. Building (General Urban/Sub	veen 4 and 6 p.1			
Landuse Methods External Trips Weekday, PM Landuse Methods	No deviations from 1 No deviations from 1 820 - Shopping Cent The chosen pass-by Peak Hour of General No deviations from 1 No deviations from 1 710 - General Office	treet Traffic, One Hour Betw TE. TE. (General Urban/Suburban) % (25) is not provided by ITE tor TE. Building (General Urban/Sub nend a particular pass-by% fo	veen 4 and 6 p.1			
Landuse Methods External Trips Weekday, PM Landuse Methods External Trips Total Entering	No deviations from 1 No deviations from 1 820 - Shopping Cent The chosen pass-by Peak Hour of General No deviations from 1 No deviations from 1 710 - General Office ITE does not recomm	treet Traffic, One Hour Betw TE. TE. (General Urban/Suburban) % (25) is not provided by ITE tor TE. Building (General Urban/Sub nend a particular pass-by% fo	veen 4 and 6 p.1		376	
Landuse Methods External Trips Weekday, PM Landuse Methods External Trips	No deviations from 1 No deviations from 1 820 - Shopping Cent The chosen pass-by Peak Hour of General No deviations from 1 No deviations from 1 710 - General Office ITE does not recomm	treet Traffic, One Hour Betw TE. TE. (General Urban/Suburban) % (25) is not provided by ITE tor TE. Building (General Urban/Sub nend a particular pass-by% fo	veen 4 and 6 p.1		376 566	

Print Preview	Page 3 of 3
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	18
Total Exiting Internal Capture Reduction	18
Total Entering Pass-by Reduction	82
Total Exiting Pass-by Reduction	88
Total Entering Non-Pass-by Trips	276
Total Exiting Non-Pass-by Trips	460

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06/22/2018

Proposed PUDA Development

Land Use	Size	Weekday	AM Peak Hour	Hour	PM Peak Hour	Hour
		Entry Exit	Entry	Exît	Entry	Exit
820 - Shopping Center (General						
Urban/Suburban)	70.9 1000 Sq. Feet Gross Leasable Area	2716 2715	78	48	228	248
Reduction		0	0	0	0	0
Internal		353 380	6	7	26	37
Pass-by		354 351	17	11	50	53
Non-pass-by		2009 1984	52	30	152	158
710 - General Office Building (General						
Urban/Suburban)	129.1 1000 Sq. Feet Gross Floor Area	797 797	207	28	38	185
Reduction		0	0	0	0	0
Internal		81 125	-	ŵ	7	80
Pass-by		0	0	0	0	0
Non-pass-by		716 672	206	25	31	177
220 - Apartment (General Urban/Suburban)	(Suburban) 325 Dwelling Units	1047 1046	33	130	127	69
Reduction		0	0	0	0	0
Internal		315 244	7	7	33	21
Pass-by		0 0	0	0	0	0
Non-pass-by		732 802	. 26	123	94	48
Total		4560 4558	318	206	393	502
Total Reduction		0	0	0	0	0
Total Internal		749 749	17	17	66	66
Total Pass-by		354 351	17	11	50	53
Total Non-pass-by		3457 3458	284	178	277	383

								Paş
		Р	ERIOD SET	TING				
Analysis Name :	Weekday							
Project Name :	Pine Ridge Proposed P		s- No:					
Date:	6/22/2018		City:					
State/Province:			Zip/P	ostal Code:				
Country:			Clien	t Name:				
Analyst's Name:			Editi	on:	IT	E-TGM 9	th Edition	
Land Use	Independent Variable	Size	Time Period	Method		Entry	Exit	Total
820 - Shopping Center (General Urban/Suburban)	1000 Sq. Feet Gross Leasable Area	70.9	Weekday	Best Fit (LOG Ln(T) = 0.65L +5.83		2716 50%	2715 50%	5431
710 - General Office Building (General Urban/Suburban)	1000 Sq. Feet Gross Floor Area	129.1	Weekday	Best Fit (LOG Ln(T) = 0.76L +3.68		797 50%	797 50%	1594
220 - Apartment (General Urban/Suburban)	Dwelling Units	325	Weekday	Best Fit (LIN) T = 6.06 (X)+	123.56	1047 50%	1046 50%	2093
orban/Suburban)								
			FFIC REDUC		5		A 214	
Land Use		E	ntry eduction	Adjusted Entry		duction	Adjustee	d Exit
Land Use 820 - Shopping Center		E R 0	ntry eduction %	Adjusted Entry 2716	0 %	duction	2715	d Exit
Land Use 820 - Shopping Center 710 - General Office Bu	ilding	E R 0	ntry eduction %	Adjusted Entry 2716 797	0 % 0 %	duction	2715 797	d Exit
	ilding	E R 0	ntry eduction %	Adjusted Entry 2716	0 %	duction	2715	d Exit
Land Use 820 - Shopping Center 710 - General Office Bu	ilding	E R 0 0 0	ntry eduction %	Adjusted Entry 2716 797 1047	0 % 0 %	duction	2715 797	d Exit
Land Use 820 - Shopping Center 710 - General Office Bu 220 - Apartment		E R 0 0 0	ntry eduction % %	Adjusted Entry 2716 797 1047	0%		2715 797 1046	
Land Use 820 - Shopping Center 710 - General Office Bu 220 - Apartment 820 - Shopping Center	r	E R 0 0 0	ntry eduction % % NTERNAL TI	Adjusted Entry 2716 797 1047 RIPS	0 % 0 % 0 % 710 - G	eneral O	2715 797 1046	ling
Land Use 820 - Shopping Center 710 - General Office Bu 220 - Apartment 820 - Shopping Center Exit 2715 Dem		E R 0 0 0 0	ntry eduction % % NTERNAL TI	Adjusted Entry 2716 797 1047	0 % 0 % 0 % 710 - G ∕: 15 %	eneral O	2715 797 1046	ling

Balanced:

299 Balanced:

244

Demand Entry: 33 % (346)

Demand Exit: 38 % (397)

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Demand Exit: 11 % (299)

Demand Entry: 9 % (244)

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Exit 2715

Entry 2716

Entry 1047

Exit 1046

Print Preview /10 - 0		ffice Building							220 - Apartme	Page 2 of 3
Exit	797	Demand Exit:	2 %	(16)	Balanced: 16	Demand Entry:	3 %	(31)	Entry	1047
Entry	797	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	1046

820 - Shopping Center

		Internal Trips	Internal Trips				
	Total Trips	710 - General Office Building	220 - Apartment	Total	External Trips		
Entry	2716 (100%)	109 (4%)	244 (9%)	353 (13%)	2363 (87%)		
Exit	2715 (100%)	81 (3%)	299 (11%)	380 (14%)	2335 (86%)		
Total	5431 (100%)	190 (3%)	543 (10%)	733 (13%)	4698 (87%)		

710 - General Office Building

		Internal Trips	Internal Trips			
	Total Trips	820 - Shopping Center	220 - Apartment	Total	External Trips	
Entry	797 (100%)	81 (10%)	0 (0%)	81 (10%)	716 (90%)	
Exit	797 (100%)	109 (14%)	16 (2%)	125 (16%)	672 (84%)	
Total	1594 (100%)	190 (12%)	16 (1%)	206 (13%)	1388 (87%)	

220 - Apartment

	Total Trips	Internal Trips	Internal Trips			
		820 - Shopping Center	710 - General Office Building	Total	External Trips	
Entry	1047 (100%)	299 (29%)	16 (2%)	315 (30%)	732 (70%)	
Exit	1046 (100%)	244 (23%)	0 (0%)	244 (23%)	802 (77%)	
Total	2093 (100%)	543 (26%)	16 (1%)	559 (27%)	1534 (73%)	

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
820 - Shopping Center	4698	15	705	3993
710 - General Office Building	1388	0	0	1388
220 - Apartment	1534	0	0	1534

NOTES

Internal Trips Notes:

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06/22/2018

			Page
	ITE DEVIATION DETAILS		
Weekday			
Landuse	No deviations from ITE.		
Methods	No deviations from ITE.		
External Trips	820 - Shopping Center (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.		
	710 - General Office Building (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.		
	220 - Apartment (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.		
	SUMMARY		
Total Entering Total Exiting Total Entering	Reduction	4560 4558 0 0	
Total Exiting R		0	
Total Entering	Internal Capture Reduction	749	
	Internal Capture Reduction Internal Capture Reduction	749 749	
Total Exiting In Total Entering	nternal Capture Reduction Pass-by Reduction	749 354	
Total Exiting In Total Entering Total Exiting P	nternal Capture Reduction Pass-by Reduction Pass-by Reduction	749 354 351	
Total Exiting In Total Entering Total Exiting P Total Entering	nternal Capture Reduction Pass-by Reduction	749 354	
Total Exiting In Total Entering Total Exiting P Total Entering	nternal Capture Reduction Pass-by Reduction Pass-by Reduction Non-Pass-by Trips	749 354 351 3457	
Total Exiting In Total Entering Total Exiting P Total Entering	nternal Capture Reduction Pass-by Reduction Pass-by Reduction Non-Pass-by Trips	749 354 351 3457	
Total Exiting In Total Entering Total Exiting P Total Entering	nternal Capture Reduction Pass-by Reduction Pass-by Reduction Non-Pass-by Trips	749 354 351 3457	
Total Exiting In Total Entering Total Exiting P Total Entering	nternal Capture Reduction Pass-by Reduction Pass-by Reduction Non-Pass-by Trips	749 354 351 3457	
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Total Exiting In Total Entering Total Exiting P Total Entering	nternal Capture Reduction Pass-by Reduction Pass-by Reduction Non-Pass-by Trips	749 354 351 3457	
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Analysis Name :	AM Peak Ho							
Project Name :	Pine Ridge (Proposed Pl		s- No:					
Date:	6/22/2018		City:					
State/Province:				al Code:				
Country:			Client Na Edition:	ame:	170	TOMO	th Edition	
Analyst's Name:			Edition.		110	2-1 G IVI 9		
Land Use	Independent Variable	Size	Time Period	Method		Entry	Exit	Total
820 - Shopping Center (General Urban/Suburban)	1000 Sq. Feet Gross Leasable Area	70.9	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG Ln(T) = 0.61L +2.24		78 62%	48 38%	126
710 - General Office Building (General Urban/Suburban)	1000 Sq. Feet Gross Floor Area	129.1	Weekday, AM Peak Hour of Generator	Best Fit (LOG Ln(T) = 0.8Ln		207 88%	28 12%	235
220 - Apartment (General Urban/Suburban)	Dwelling Units	325	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9		3.73	33 20%	130 80%	163
			a.m. The time period	ods do not mate	:h.			
		TRA	a.m.		:h.			
		TRA	a.m. 1 The time period		h.			
Land Use		E	a.m. The time period The time period FFIC REDUCTI		:h. Exit Rec	luction	Adjuste	d Exit
Land Use 820 - Shopping Center		E	a.m. The time period FFIC REDUCTI httpy eduction	ONS ljusted Entry		luction	Adjusted 48	d Exit
820 - Shopping Center 710 - General Office Bu	uilding	Ei Re 0	a.m. The time period FFIC REDUCTI Addition Market	ONS Ijusted Entry	Exit Rec 0 % 0 %	luction	48 28	d Exit
820 - Shopping Center 710 - General Office Bu	uilding	Ei Re	a.m. The time period FFIC REDUCTI Addition Market	ONS Ijusted Entry	Exit Rec 0 %	luction	48	d Exit
	uilding	Ei R 0 0	a.m. The time period FFIC REDUCTI Addition Market	ONS Ijusted Entry	Exit Rec 0 % 0 %	luction	48 28	d Exit
820 - Shopping Center 710 - General Office Bu	uilding	Ei R 0 0	a.m. The time period FFIC REDUCTI Peduction % 78 % 20 % 33	ONS Ijusted Entry	Exit Rec 0 % 0 %	luction	48 28	d Exit
820 - Shopping Center 710 - General Office Bu 220 - Apartment 820 - Shopping Center	r	E R 0 0 0	a.m. The time period FFIC REDUCTI Add Market Content Market Content Mark	ONS Ijusted Entry	Exit Rec 0 % 0 % 0 %	eneral O	48 28 130	ling
820 - Shopping Center 710 - General Office Bu 220 - Apartment 820 - Shopping Center Exit 48 Dem	r and Exit: 3% (1	Er R 0 0 0 0	a.m. The time period FFIC REDUCTI Period P	ONS Ijusted Entry	Exit Rec 0 % 0 % 0 % 710 - Ge	eneral O	48 28 130 ffice Build Entry	ling v 207
820 - Shopping Center 710 - General Office Bu 220 - Apartment 820 - Shopping Center Exit 48 Dem	r	Er R 0 0 0 0	a.m. The time period FFIC REDUCTI Add Marked Marked Marked Balanced:	ONS Ijusted Entry	Exit Rec 0 % 0 % 0 % 710 - Ge	eneral O	48 28 130	ling

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Exit	48	Demand Exit:	12 %	(6)	Balanced: 6	Demand Entry:	31 %	(10)	Entry	33	
Entry	78	Demand Entry:	9%	(7)	Balanced: 7	Demand Exit:	53 %	(69)	Exit	130	
710 -	General O	ffice Building						22	20 - Apartme	ent	
Exit	28	Demand Exit:	2 %	(1)	Balanced: 1	Demand Entry:	2 %	(1)	Entry	33	
Entry	207	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	130	

820 - Shopping Center

		Internal Trips			
	Total Trips	710 - General Office Building	220 - Apartment	Total	External Trips
Entry	78 (100%)	2 (3%)	7 (9%)	9 (12%)	69 (88%)
Exit	48 (100%)	1 (2%)	6 (13%)	7 (15%)	41 (85%)
Total	126 (100%)	3 (2%)	13 (10%)	16 (13%)	110 (87%)

710 - General Office Building

		Internal Trips			
	Total Trips	820 - Shopping Center	220 - Apartment	Total	External Trips
Intry	207 (100%)	1 (0%)	0 (0%)	1 (0%)	206 (100%)
Exit	28 (100%)	2 (7%)	1 (4%)	3 (11%)	25 (89%)
Total	235 (100%)	3 (1%)	1 (0%)	4 (2%)	231 (98%)

220 - Apartment

	1	Internal Trips			
	Total Trips	820 - Shopping Center	710 - General Office Building	Total	External Trips
Entry	33 (100%)	6 (18%)	1 (3%)	7 (21%)	26 (79%)
Exit	130 (100%)	7 (5%)	0 (0%)	7 (5%)	123 (95%)
Total	163 (100%)	13 (8%)	1 (1%)	14 (9%)	149 (91%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
820 - Shopping Center	110	25	28	82
710 - General Office Building	231	0	0	231
220 - Apartment	149	0	0	149

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Internal Trips N	lotes:	
null		
	ITE DEVIATION DETAILS	
Weekday, Pea	k Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	
Landuse	No deviations from ITE.	
Methods	No deviations from ITE.	
External Trips	820 - Shopping Center (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.	
	220 - Apartment (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.	
Weekday, AM	Peak Hour of Generator	
Landuse	No deviations from ITE.	
Methods	No deviations from ITE.	
External Trips	710 - General Office Building (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.	
	SUMMARY	
Total Entering Total Exiting		318 206
Total Entering	Reduction	0
Total Exiting F		0
Total Entering	Internal Capture Reduction	17
Total Exiting I	nternal Capture Reduction	17
Total Entering	Pass-by Reduction	17
Total Exiting F	Pass-by Reduction	11
Total Entering	Non-Pass-by Trips	284
Total Exiting N	Ion-Pass-by Trips	178
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Analysis Name :	PM Peak Ho		s- No:					
Project Name :	Pine Ridge (Proposed Pl	JDA						
Date:	6/22/2018		City:					
State/Province:				al Code:				
Country:			Client N	ame:				
Analyst's Name:			Edition:		IT	E-TGM 9	th Editio	on
Land Use	Independent Variable	Size	Time Period	Method		Entry	Exit	Total
820 - Shopping Center (General Urban/Suburban)	1000 Sq. Feet Gross Leasable Area	70.9	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG Ln(T) = 0.67L +3.31) n(X)	228 48%	248 52%	476
710 - General Office Building (General Urban/Suburban)	1000 Sq. Feet Gross Floor Area	129.1	Weekday, PM Peak Hour of Generator	Best Fit (LIN) T = 1.12 (X)+3	78.45	38 17%	185 83%	223
220 - Apartment (General Urban/Suburban)	Dwelling Units	325	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.55 (X)+	17.65	127 65%	69 35%	196
			The time period	ods do not mato	h.			
		TRA	FFIC REDUCT	ONS				
Land Use			ntry Ad	ljusted Entry	Exit Re	duction	Adjus	ted Exit
820 - Shopping Center		0	% 22	8	0 %		248	
710 - General Office Bu	ilding	0	% 38		0 %		185	
220 - Apartment		0	% 12	7	0 %		69	

820 - S	hopping C	Center				7	'10 - G	eneral Office	Buildi	ng
Exit	248	Demand Exit:	3%	(7)	Balanced: 7	Demand Entry:	31 %	(12)	Entry	38
Entry	228	Demand Entry:	2 %	(5)	Balanced: 5	Demand Exit:	23 %	(43)	Exit	185

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Print Previe	W	<u></u>							6		Page 2 of 3
Exit	248	Demand Exit:	12 %	(30)	Balanced: 30	Demand Entry:	31 %	(39)	Entry	127	
Entr	y 228	Demand Entry:	9 %	(21)	Balanced: 21	Demand Exit:	53 %	(37)	Exit	69	
710	General	Office Building						3	220 - Apartme	ent	
Exit	185	Demand Exit:	2 %	(4)	Balanced: 3	Demand Entry:	2 %	(3)	Entry	127	
Entr	y 38	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	69	

820 - Shopping Center

		Internal Trips			
	Total Trips	710 - General Office Building	220 - Apartment	Total	External Trips
Entry	228 (100%)	5 (2%)	21 (9%)	26 (11%)	202 (89%)
Exit	248 (100%)	7 (3%)	30 (12%)	37 (15%)	211 (85%)
Total	476 (100%)	12 (3%)	51 (11%)	63 (13%)	413 (87%)

710 - General Office Building

		Internal Trips			
	Total Trips	820 - Shopping Center	220 - Apartment	Total	External Trips
Entry	38 (100%)	7 (18%)	0 (0%)	7 (18%)	31 (82%)
Exit	185 (100%)	5 (3%)	3 (2%)	8 (4%)	177 (96%)
Total	223 (100%)	12 (5%)	3 (1%)	15 (7%)	208 (93%)

220 - Apartment

		Internal Trips			
	Total Trips	820 - Shopping Center	710 - General Office Building	Total	External Trips
Entry	127 (100%)	30 (24%)	3 (2%)	33 (26%)	94 (74%)
Exit	69 (100%)	21 (30%)	0 (0%)	21 (30%)	48 (70%)
Total	196 (100%)	51 (26%)	3 (2%)	54 (28%)	142 (72%)

EXTE	RNAL	TRIPS	

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
820 - Shopping Center	413	0 25	103	310
710 - General Office Building	208	0	0	208
220 - Apartment	142	0	0	142

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	Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	
Landuse	No deviations from ITE.	
Methods	No deviations from ITE.	
External Trips	820 - Shopping Center (General Urban/Suburban) The chosen pass-by% (25) is not provided by ITE. ITE recommends 43.	
	220 - Apartment (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.	
Weekday, PM I	Peak Hour of Generator	
Landuse	No deviations from ITE.	
Methods	No deviations from ITE.	
External Trips	710 - General Office Building (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.	
	SUMMARY	
Total Entering		393
Total Exiting	-	502
Total Entering		0
Total Exiting R		0
	Internal Capture Reduction	66
	ternal Capture Reduction	66
Total Entering	Pass-by Reduction	50
Total Exiting P	ass-by Reduction	53
Total Entering	Non-Pass-by Trips	277
Total Exiting N	on-Pass-by Trips	383
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Land Use	Size	Weekday		AM Peak Hour	Hour	PM Peak Hour	Hour
		Entry	Exit	Entry	Exit	Entry	Exit
820 - Shopping Center (General							
Urban/Suburban)	20 1000 Sq. Feet Gross Leasable Area	1193	1193	36	22	98	106
Reduction		0	0	0	0	0	0
Internal		48	36	Ч	Ч	2	ŝ
Pass-by		172	173	6	5	24	26
Non-pass-by		973	984	26	16	72	1
710 - General Office Building (General							
Urban/Suburban)	104.21 1000 Sq. Feet Gross Floor Area	678	677	174	24	33	162
Reduction		0	0	0	0	0	0
Internal		36	48	1	1	ŵ	7
Pass-by		0	0	0	0	0	0
Non-pass-by		642	629	173	23	30	160
Total		1871	1870	210	46	131	268
Total Reduction		0	0	0	0	0	0
Total Internal		84	84	2	2	ß	S
Total Pass-by		172	173	6	5	24	26
Total Non-pass-by		1615	1613	199	39	102	237

Existing PUD Constructed – Occupied Development

Project Name : Pine Ridge Commons - No : Existing Constructed - Ocuppied Date : 1/7/2018 City: State/Province: Zip/Postal Code: Country: Citient Name: Name: Edition: Independent S20 - Shopping Center Independent Gross Leasable Size Time Period Method Entry Exit Total 200 - Shopping Center 1000 Sq. Feet Gross Leasable 20 Weekday Best Fit (LOG) Ln(T) = 0.65Ln(X) 1193 1193 2386 Jridon/Suburban) Area 104 21 Weekday Best Fit (LOG) Ln(T) = 0.76Ln(X) 678 50% 50% 50% 50% 50% 50% 50% 50% 50% 50% 50% 1355 Jurban/Suburban) Gross Floor Area 104 21 Weekday Best Fit (LOG) 678 677 1355 Land Use Entry Reduction Adjusted Entry Exit Reduction Adjusted Exit Adjusted Exit 200 - Shopping Center 0 % 678 0 % 677 1193 201 - Shopping Center 0 % 678 0 %			PE	ERIOD SETT	TING				
Project Name : Pine Ridge Commons - Existing Constructed - Couppied No : Existing Constructed - Couppied bate : 1/7/2018 City : Zip/Postal Code : Country : City : Cilent Name: Name: Independent Variable Size Time Period Method Entry Exit Total 200 - Shopping Center ON Sq. Feet Gross Leasable 20 Weekday Best Fit (LOG) Ln(T) = 0.65Ln(X) 50% 50% 50% 1932 2386 1/10an/Suburban) Area 104.21 Weekday Best Fit (LOG) Hot State 678 677 1355 Juiding (General Juban/Suburban) Gross Floor Area 104.21 Weekday Best Fit (LOG) Hot State 678 677 1355 Land Use Entry Reduction Adjusted Entry Reduction Exit Reduction Adjusted Exit 1193 677 1355 200 - Shopping Center 0 % 1193 0 % 677 1193 677 1193 200 - Shopping Center 0 % 1193 0 % 677 1193 677 677 20 - Shoppin									
Existing Constructed - Ocuppied City: Zip/Postal Code: Country: State/Province: 7/7/2018 City: Zip/Postal Code: Sountry: Cilent Name: Independent Variable Size Time Period Method Entry Exit Total Side Province: Independent Variable Size Time Period Method Entry Exit Total General Urban/Suburban) Area 20 Weekday Best Fit (LOG) 1193 1193 2386 Juban/Suburban) Area 104.21 Weekday Best Fit (LOG) 678 677 1355 Juban/Suburban) Gross Floor Area 104.21 Weekday Entry Reduction Adjusted Entry Exit Reduction Adjusted Exit Juban/Suburban) Gross Floor Area 0 % 1193 0 % 677 1355 Land Use Entry Reduction Adjusted Entry Exit Reduction Adjusted Exit Adjusted Exit Adjusted Exit 320 - Shopping Center 0 % 1193 0 % 677 0 % 6	Analysis Name :	Weekday							
Date: 177.2018 City: State/Province: Zip/Postal Code: Country: Client Name: Vnalyst's Name: Edition: ITE-TGM 9th Edition and Use Independent Variable Size Time Period Method Entry Exit Total 320 - Shopping Center Urban/Suburban) 1000 Sq. Feet Area 20 Weekday Best Fit (LOG) Line(T) = 0.5GLn(X) 1193 1193 2386 Jrban/Suburban) 1000 Sq. Feet Gross Floor Area 104.21 Weekday Best Fit (LOG) Line(T) = 0.76Ln(X) 678 677 1355 Jrban/Suburban) 1000 Sq. Feet Gross Floor Area 104.21 Weekday Best Fit (LOG) Line(T) = 0.76Ln(X) 678 677 1355 Jrban/Suburban) 1000 Sq. Feet Gross Floor Area 104.21 Weekday Best Fit (LOG) Line(T) = 0.76Ln(X) 678 677 1355 Land Use Entry Reduction 1193 0 % 1193 1193 20 - Shopping Center 0 % 678 0 % 677 1193 20 - Shopping Cent	Project Name :	Existing Con							
State/Province: Zip/Postal Code: Country: Client Name: State/Province: Client Name: State/Province: Client Name: State/Province: Independent Variable Size Time Period Method Entry Exit Total 320 - Shopping Center 1000 Sq. Feet Gross Leasable 20 Weekday Best Fit (LOG) 1193 1193 2386 1/ban/Suburban) Area 1000 Sq. Feet Gross Leasable 104.21 Weekday Best Fit (LOG) 50% 50% 50% 1355 Viban/Suburban) Cross Floor Area 104.21 Weekday Best Fit (LOG) Entry Fiss Adjusted Entry Exit Reduction Adjusted Exit Jubiding (General Urice 1000 Sq. Feet Gross Floor Area 0 % 1193 0 % 1193 1193 Juban/Suburban) TRAFFIC REDUCTIONS Transite Adjusted Entry Exit Reduction Adjusted Exit Size Entry Reduction 0 % 678 0 % 677 Size Demand Exit: 3 % (36	Date:			Citv:					
Inalyst's Name: Edition: ITE-TGM 9th Edition Land Use Independent Variable Size Time Period Method Entry Exit Total 320 - Shopping Center Undan/Suburban) 1000 Sq. Feet Area 20 Weekday Best Fit (LOG) Ln(T) = 0.65Ln(X) 50% 50% 50% 50% 50% 50% 193 1193 2386 Jinban/Suburban) 1000 Sq. Feet Gross Floor Area 104.21 Weekday Best Fit (LOG) Ln(T) = 0.76Ln(X) 678 677 1355 Jinban/Suburban) 100.0 Sq. Feet Gross Floor Area 104.21 Weekday Best Fit (LOG) Ln(T) = 0.76Ln(X) 50% 677 1355 Jinban/Suburban) 100.2 Gross Floor Area 0.421 Weekday Best Fit (LOG) Ln(T) = 0.76Ln(X) 50% 677 1355 Land Use Entry Reduction Adjusted Entry Reduction Exit Reduction Adjusted Exit 40% 677 677 677 20 - Shopping Center 0 % 678 0 % 677 677 678 677 678 20 - Shopp	State/Province:				ostal Code:				
Land Use Independent Variable Size Time Period Method Entry Exit Total 320 - Shopping Center General Urban/Suburban) 1000 Sq. Feet Gross Leasable Area 20 Weekday Best Fit (LOG) Ln(T) = 0.65Ln(X) 1193 50% 50%	Country:			Clien	t Name:				
Land Use Variable Size Time Pendo Method Entry Ext Total 320 - Shopping Center 1000 Sq. Feet 20 Weekday Best Fit (LOG) 1193 1193 2386 Jrhan/Suburban) Area 104.21 Weekday Best Fit (LOG) 103 677 1355 Juliding (General Gross Leasable Gross Floor Area 104.21 Weekday Best Fit (LOG) 678 677 1355 Juhan/Suburban) Area 104.21 Weekday Best Fit (LOG) 678 677 1355 Juhan/Suburban) Fross Floor Area 104.21 Weekday Best Fit (LOG) 678 677 1355 Juhan/Suburban) From Area 0% 1193 0% 1193 1104.21 Entry 1193 1193 110	Analyst's Name:			Editio	on:	T	TE-TGM 9	th Edition	
S20 - Shopping Center Gross Leasable Juban/Suburban) 1000 Sq. Feet Gross Leasable Area 20 Area Weekday H0General Office Gross Floor Area Best Fit (LOG) Ln(T) = 0.65Ln(X) 1193 50% 1193 50% <t< td=""><td>Land Use</td><td></td><td>Size</td><td>Time Period</td><td>Method</td><td></td><td>Entry</td><td>Exit</td><td>Total</td></t<>	Land Use		Size	Time Period	Method		Entry	Exit	Total
Building (General Jrban/Suburban) Gross Floor Area Ln(T) = 0.76Ln(X) 50% 50% Land Use TRAFFIC REDUCTIONS +3.68 Adjusted Entry Exit Reduction Adjusted Exit 320 - Shopping Center 0 % 1193 0 % 1193 10 - General Office Building 0 % 677 677 INTERNAL TRIPS Total Trips Total Trips Total Trips T10 - General Office Exit 1193 Demand Entry: 4 % (48) Balanced: 36 Demand Exit: 22 % (149) Exit 20 - Shopping Center Internal Trips T0 - General Office Building Exit 677 State Trips Total Trips Total Trips T10 - General Office Exit 1145 (96%) 36 (3%) 36 (3%) 36 (3%) 1145 (96%)	820 - Shopping Cent (General Urban/Suburban)	er 1000 Sq. Feet Gross Leasable	20	Weekday	Ln(T) = 0.65L				2386
TRAFFIC REDUCTIONS Land Use Entry Reduction Adjusted Entry Reduction Exit Reduction Adjusted Exit 320 - Shopping Center 0 % 1193 0 % 1193 710 - General Office Building 0 % 678 0 % 677 INTERNAL TRIPS Total Trips Internal Trips Internal Trips State 1193 Demand Exit: 3 % (36) Balanced: 36 Demand Entry: 15 % (102) Entry 678 State 1193 Demand Exit: 3 % (36) Balanced: 36 Demand Entry: 15 % (102) Entry 678 State 1193 Demand Exit: 3 % (36) Balanced: 36 Demand Exit: 22 % (149) Exit 677 State 1193 Demand Exit: 3 % (36) Balanced: 36 Demand Exit: 22 % (149) Exit 677 State 1193 Demand Exit: 22 % (149) Exit 677 State 1193 Demand Exit: 22 % (149) Exit 677 State 1193 Colspat	710 - General Office Building (General Urban/Suburban)	1000 Sq. Feet Gross Floor Area	104.21	Weekday	Ln(T) = 0.76L				1355
INTERNAL TRIPS 220 - Shopping Center 710 - General Office Building Exit 1193 Demand Exit: 3 % (36) Balanced: 36 Demand Entry: 15 % (102) Entry 678 Entry 1193 Demand Entry: 4 % (48) Balanced: 48 Demand Exit: 22 % (149) Exit 677 S20 - Shopping Center Internal Trips Total Trips Total Trips Total Trips Total Trips Entry 1193 (100%) 48 (4%) 48 (4%) 1145 (96%) 1145 (96%) Entry 1193 (100%) 48 (3%) 36 (3%) 36 (3%) 1157 (97%)									
710 - General Office Building Exit 1193 Demand Exit: 3 % (36) Balanced: 36 Demand Entry: 15 % (102) Entry 678 Entry 1193 Demand Entry: 4 % (48) Balanced: 48 Demand Exit: 22 % (149) Exit 677 S20 - Shopping Center Internal Trips Total Trips 710 - General Office 48 (4%) Total External Trips Internal Trips 710 - General Office Building Total External Trips Entry 1193 (100%) 48 (4%) 48 (4%) 1145 (96%) Exit 1193 (100%) 36 (3%) 36 (3%) 36 (3%) 1157 (97%)	710 - General Office	Building	0 %	%	678	0 %		677	
Exit 1193 Demand Exit: 3 % (36) Balanced: 36 Demand Entry: 15 % (102) Entry 678 Entry 1193 Demand Entry: 4 % (48) Balanced: 48 Demand Exit: 22 % (149) Exit 677 320 - Shopping Center Internal Trips Total Trips 710 - General Office Building Total External Trips Entry 1193 (100%) 48 (4%) 48 (4%) 1145 (96%) Exit 1193 (100%) 36 (3%) 36 (3%) 1157 (97%)			IN	TERNAL TR	RIPS				
Exit 1193 Demand Exit: 3 % (36) Balanced: 36 Demand Entry: 15 % (102) Entry 678 Entry 1193 Demand Entry: 4 % (48) Balanced: 48 Demand Exit: 22 % (149) Exit 677 320 - Shopping Center Internal Trips Total Trips 710 - General Office Building Total External Trips Entry 1193 (100%) 48 (4%) 48 (4%) 1145 (96%) Exit 1193 (100%) 36 (3%) 36 (3%) 1157 (97%)						740		6 D	V
Exit 1193 Demand Exit: 3 % (36) 36 Demand Entry: 15 % (102) Entry 678 Entry 1193 Demand Entry: 4 % (48) Balanced: 48 Demand Exit: 22 % (149) Exit 677 Balanced: 48 Demand Exit: 22 % (149) Exit 677 Balanced: 48 Demand Exit: 22 % (149) Exit 677 Balanced: 710 - General Office Building Total External Trips Fintry 1193 (100%) 48 (4%) 48 (4%) 1145 (96%) Exit 1193 (100%) 36 (3%) 36 (3%) 1157 (97%)	220 Shanning Can	har		Balanced:					-
40 B20 - Shopping Center Internal Trips Total Trips 710 - General Office Building Total External Trips Entry 1193 (100%) 48 (4%) 48 (4%) 1145 (96%) Exit 1193 (100%) 36 (3%) 36 (3%) 1157 (97%)					Demand Entr	y: 15 %	a (102)	Entry	
Internal Trips Total Trips Total Trips Total Trips Total Constraints External Trips Entry 1193 (100%) 48 (4%) 48 (4%) 1145 (96%) Exit 1193 (100%) 36 (3%) 36 (3%) 1157 (97%)	Exit 1193 De	emand Exit: 3 % (3		Balanced:		22 %	(149)	Exit	
Total Trips 710 - General Office Building Total External Trips Entry 1193 (100%) 48 (4%) 48 (4%) 1145 (96%) Exit 1193 (100%) 36 (3%) 36 (3%) 1157 (97%)	Exit 1193 De Entry 1193 De	emand Exit: 3 % (3 emand Entry: 4 % (4		Balanced:		22 %	(149)	Exit	
Entry 1193 (100%) 48 (4%) 48 (4%) 1145 (96%) Exit 1193 (100%) 36 (3%) 36 (3%) 1157 (97%)	Exit 1193 De Entry 1193 De	emand Exit: 3 % (3 emand Entry: 4 % (4	48)	Balanced: 48		22 %	(149)	Exit	
Exit 1193 (100%) 36 (3%) 36 (3%) 1157 (97%)	Exit 1193 De Entry 1193 De 820 - Shopping Cen	emand Exit: 3 % (3 emand Entry: 4 % (4 ter	48) Interr 710 -	Balanced: 48 nal Trips General Office	Demand Exit:	22 %			
Fotal 2386 (100%) 84 (4%) 84 (4%) 2302 (96%)	Exit 1193 De Entry 1193 De 820 - Shopping Cen Total	emand Exit: 3 % (3 emand Entry: 4 % (4 ter Trips	48) Intern 710 - Build	Balanced: 48 nal Trips General Office ling	Demand Exit:	22 %	External	Trips	
	Exit 1193 De Entry 1193 De 820 - Shopping Cen Total Entry 1193	emand Exit: 3 % (3 emand Entry: 4 % (4 ter Trips (100%)	48) Interr 710 - Build 48 (4)	Balanced: 48 nal Trips General Office ling %)	Demand Exit: Total 48 (4%)	: 22 %	External 1145 (96	Trips %)	

	Office Building				
	Total Trips	Internal Trips 820 - Shopping Cen	ter Total	Externa	Trips
Entry	678 (100%)	36 (5%)	36 (5%)	642 (95%	6)
Exit	677 (100%)	48 (7%)	48 (7%)	629 (939	
Total	1355 (100%)	84 (6%)	84 (6%)	1271 (9	4%)
		EXTERNAL TR	RIPS		
Land Use		External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
820 - Shopping	g Center	2302	15	345	1957
710 - General	Office Building	1271	0	0	1271
		NOTES			
null		ITE DEVIATION D	ETAILS		
	No deviations from IT	E			
Landuse	No deviations from IT				
Landuse	No deviations from IT				
Weekday Landuse Methods External Trips	No deviations from IT 820 - Shopping Cente ITE does not recomm 710 - General Office B		r this case. urban)		

Print Preview	Page 3 of 3
Total Entering 187	1
Total Exiting 187	0
Total Entering Reduction 0	
Total Exiting Reduction 0	
Total Entering Internal Capture Reduction 84	
Total Exiting Internal Capture Reduction 84	
Total Entering Pass-by Reduction 172	
Total Exiting Pass-by Reduction 173	
Total Entering Non-Pass-by Trips 161	5
Total Exiting Non-Pass-by Trips 161	3

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								Pag
			PERIOD SET	TING				
Analysis Name :	AM Peal	(Hour						
Project Name :	Pine Rid	ge Comm Construct		:				
Date:	1/7/2018		City					
State/Province:				Postal Code:				
Country:			Clie	nt Name:				
Analyst's Name:			Edit	tion:	ITE	E-TGM 9	th Edition	
Land Use	Independent Variable	Size	e Time Period	d Method		Entry	Exit	Total
820 - Shopping Cente (General Urban/Suburban)	er 1000 Sq. Feet Gross Leasabl Area		Weekday, Pe Hour of Adja Street Traffic One Hour Between 7 a a.m.	cent Ln(T) = 0 c, +2.24		36 62%	22 38%	58
710 - General Office Building (General Urban/Suburban)	1000 Sq. Feet Gross Floor Ar		21 Weekday, Al Peak Hour o Generator		(LOG) D.8Ln(X) +1.57	174 88%	24 12%	198
		TR	• The time					
		TF	AFFIC REDU					
Land Use		TF			ntry Exit Rec	luction	Adjusted	d Exit
		TF	AFFIC REDU	ICTIONS	ntry Exit Rec 0 %	luction	Adjusted 22	l Exit
820 - Shopping Cente		TF	AFFIC REDU Entry Reduction	CTIONS Adjusted E	100000 - 100000 - 100000	luction		1 Exit
820 - Shopping Cente		TF	Entry Reduction 0 %	Adjusted E 36 174	0 %	luction	22	d Exit
820 - Shopping Cente 710 - General Office	Building	TF	Entry Reduction 0 % 0 %	Adjusted E 36 174	0%		22	
820 - Shopping Cente 710 - General Office	Building		Entry Reduction 0 % 0 %	Adjusted E 36 174	0%	eneral O	22 24	ing
820 - Shopping Cente 710 - General Office 820 - Shopping Cent Exit 22 De	Building	(1)	RAFFIC REDU Entry Reduction 0 % 0 % INTERNAL T Balanced:	Adjusted E 36 174 RIPS	0 % 0 % 710 - Ge	eneral O (54)	22 24 ffice Build	ing
820 - Shopping Cente 710 - General Office 820 - Shopping Cent Exit 22 De Entry 36 De	er mand Exit: 3 % mand Entry: 2 %	(1) (1)	Entry Reduction 0 % 0 % INTERNAL T Balanced: 1 Balanced: 1	Adjusted E 36 174 RIPS	0 % 0 % 710 - Ge Entry: 31 %	eneral O (54)	22 24 ffice Build Entry	ing 174
820 - Shopping Cente 710 - General Office 820 - Shopping Cent Exit 22 De Entry 36 De 820 - Shopping Cen	er mand Exit: 3 % mand Entry: 2 %	(1) (1)	RAFFIC REDU Entry Reduction 0 % 0 % INTERNAL T Balanced: 1 Balanced: 1 sernal Trips	Adjusted E 36 174 TRIPS Demand Demand	0 % 0 % 710 - Ge Entry: 31 %	eneral O (54) (6)	22 24 ffice Build Entry Exit	ing 174
820 - Shopping Cente 710 - General Office 820 - Shopping Cent Exit 22 De Entry 36 De 820 - Shopping Cen Tota	er mand Exit: 3 % mand Entry: 2 % ter Trips	(1) (1) Int [71]	Entry Reduction 0 % 0 % INTERNAL T Balanced: 1 Balanced: 1	Adjusted E 36 174 TRIPS Demand Demand See Total	0 % 0 % 710 - Ge Entry: 31 %	eneral O (54) (6) Externa	22 24 ffice Build Entry Exit al Trips	ing 174
820 - Shopping Cente 710 - General Office 820 - Shopping Cent Exit 22 De Entry 36 De 820 - Shopping Cen Tota	er mand Exit: 3 % mand Entry: 2 % ter Trips 00%)	(1) (1) Int 71 B L 1 (AFFIC REDU Entry Reduction 0 % 0 % INTERNAL T Balanced: 1 Balanced: 1 ernal Trips 0 - General Offic	Adjusted E 36 174 TRIPS Demand Demand	0 % 0 % 710 - Ge Entry: 31 %	eneral O (54) (6)	22 24 ffice Build Entry Exit al Trips 6)	ing 174

710 - General	Office Building	Internal Trips			
	Total Trips	820 - Shopping Cent	er Total	Extern	nal Trips
Entry	174 (100%)	1 (1%)	1 (1%)	173 (9	9%)
Exit	24 (100%)	1 (4%)	1 (4%)	23 (96	
Total	198 (100%)	2 (1%)	2 (1%)	196 (\$	99%)
		EXTERNAL TR	RIPS		
Land Use		External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
820 - Shopping	g Center	56	25	14	42
710 - General (Office Building	196	0	0	196
null	Notes:				
null		ITE DEVIATION D	ETAILS		
Weekday, Pea	ik Hour of Adjacent St	reet Traffic, One Hour Betw		n.	
Weekday, Pea	Ik Hour of Adjacent St	reet Traffic, One Hour Betw E.		n.	
Weekday, Pea Landuse	ik Hour of Adjacent St	reet Traffic, One Hour Betw E.		m.	
Weekday, Pea Landuse Methods	Ik Hour of Adjacent St No deviations from IT No deviations from IT 820 - Shopping Cente	reet Traffic, One Hour Betw E.	een 7 and 9 a.ı	m.	
Weekday, Pea Landuse Methods External Trips	Ik Hour of Adjacent St No deviations from IT No deviations from IT 820 - Shopping Cente	reet Traffic, One Hour Betwe E. E. er (General Urban/Suburban) iend a particular pass-by% for	een 7 and 9 a.ı	m.	
Weekday, Pea Landuse Methods External Trips Weekday, AM	Ik Hour of Adjacent St No deviations from IT No deviations from IT 820 - Shopping Cente ITE does not recomm	reet Traffic, One Hour Betwe E. E. er (General Urban/Suburban) eend a particular pass-by% for or	een 7 and 9 a.ı	n.	
Weekday, Pea Landuse Methods External Trips Weekday, AM Landuse	Ik Hour of Adjacent St No deviations from IT No deviations from IT 820 - Shopping Cente ITE does not recomm Peak Hour of Generat	reet Traffic, One Hour Betwe E. E. er (General Urban/Suburban) end a particular pass-by% for or E.	een 7 and 9 a.ı	n.	
Weekday, Pea Landuse Methods External Trips	Ik Hour of Adjacent St No deviations from IT No deviations from IT 820 - Shopping Cente ITE does not recomm Peak Hour of Generat No deviations from IT No deviations from IT No deviations from IT	reet Traffic, One Hour Betwe E. E. er (General Urban/Suburban) end a particular pass-by% for or E.	een 7 and 9 a.I r this case. urban)	n.	

nt Preview	Page 3 o
SUMMARY	
Total Entering	210
Total Exiting	46
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	2
Total Exiting Internal Capture Reduction	2
Total Entering Pass-by Reduction	9
Total Exiting Pass-by Reduction	5
Total Entering Non-Pass-by Trips	199
Total Exiting Non-Pass-by Trips	39

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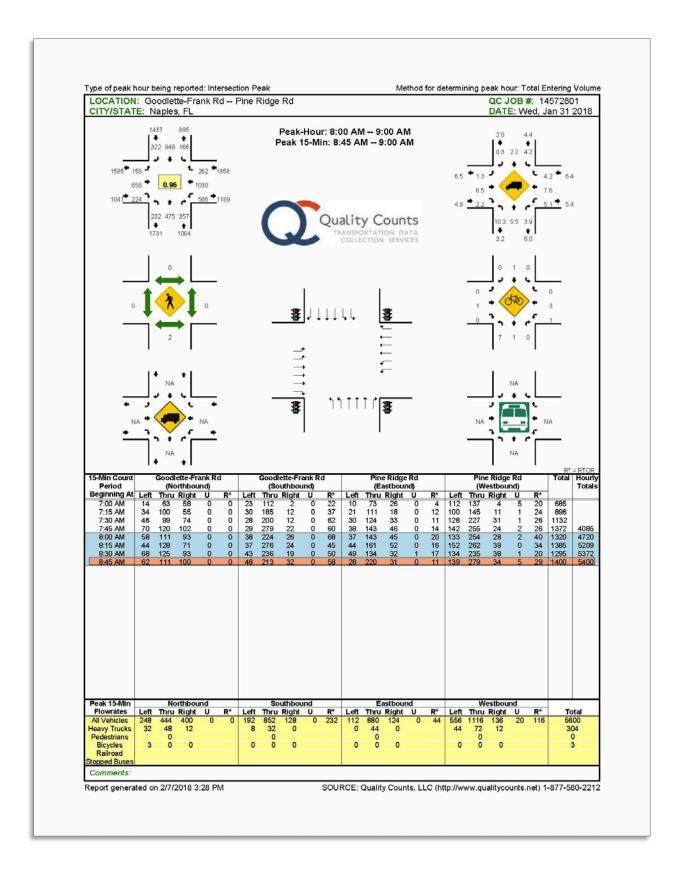
			PE	RIOD SETT	ING				
Analysis Name :		PM Peak Ho	our						
Project Name :		Pine Ridge (Existing Cor Ocuppied							
Date:		1/7/2018		City:					
State/Province:				Zip/Pc	ostal Code:				
Country:				Client	Name:				
Analyst's Name:				Editio	n:	11	E-TGM 9	th Editio	n
Land Use		ependent able	Size	Time Period	Method		Entry	Exit	Total
820 - Shopping Co (General Urban/Suburban)	Gros	ss Leasable	20	Weekday, Pea Hour of Adjace Street Traffic, One Hour Between 4 and p.m.	ent Ln(T) = 0.67 +3.31		98 48%	106 52%	204
710 - General Offi Building (General Urban/Suburban)	Gros) Sq. Feet ss Floor Area	104.21	Weekday, PM Peak Hour of Generator	Best Fit (LIN T = 1.12 (X)		33 17%	162 83%	195
			TRAF	• The time performed by the time performed by the time performance of tit performance of time peri	eriods do not ma	tch.			
Land Use			En	FIC REDUC			duction	Adjust	ed Exit
	enter		En Re	FIC REDUC	TIONS		duction	Adjust	ed Exit
820 - Shopping C			En	FIC REDUC	TIONS Adjusted Entry	Exit Re	duction	0.000.0000	ed Exit
820 - Shopping C			En Re 0 9	FIC REDUC	TIONS Adjusted Entry 98 33	Exit Re	duction	106	ed Exit
820 - Shopping C 710 - General Offi	ice Building		En Re 0 9	FIC REDUC	TIONS Adjusted Entry 98 33	Exit Re 0 % 0 %		106 162	
Land Use 820 - Shopping C 710 - General Offi 820 - Shopping C Exit 106	ice Building	5 	En Re 0 9 0 9	FIC REDUC	TIONS Adjusted Entry 98 33	Exit Re 0 % 0 % 710 - G	eneral O	106 162	
820 - Shopping C 710 - General Offi 820 - Shopping C	center Demand E	5 	En Re 0 9 0 9 1N	FIC REDUC	TIONS Adjusted Entry 98 33	Exit Re 0 % 0 % 710 - G ry: 31 %	eneral O (10)	106 162	lding ry 33
820 - Shopping C 710 - General Offi 820 - Shopping C Exit 106 Entry 98	center Demand E Demand E	xit: 3 % (3	En Re 0 9 0 9 IN	FIC REDUC	TIONS Adjusted Entry 98 33 IPS Demand Ent	Exit Re 0 % 0 % 710 - G ry: 31 %	eneral O (10)	106 162 ffice Bui Ent	lding ry 33
820 - Shopping C 710 - General Offi 820 - Shopping C Exit 106 Entry 98 820 - Shopping C	center Demand E Demand E	xit: 3 % (3	En Re 0 9 0 9 1N	FIC REDUC	TIONS Adjusted Entry 98 33 IPS Demand Ent	Exit Re 0 % 0 % 710 - G ry: 31 %	eneral O (10)	106 162 ffice Bui Ent Exit	lding ry 33
820 - Shopping C 710 - General Offi 820 - Shopping C Exit 106 Entry 98 820 - Shopping C T	center Demand E Demand E Center	xit: 3 % (3	En Re 0 9 0 9 IN IN	FIC REDUC	TIONS Adjusted Entry 98 33 UPS Demand Ent Demand Exit	Exit Re 0 % 0 % 710 - G ry: 31 %	eneral O (10) (37)	106 162 ffice Bui Ent Exit	lding ry 33

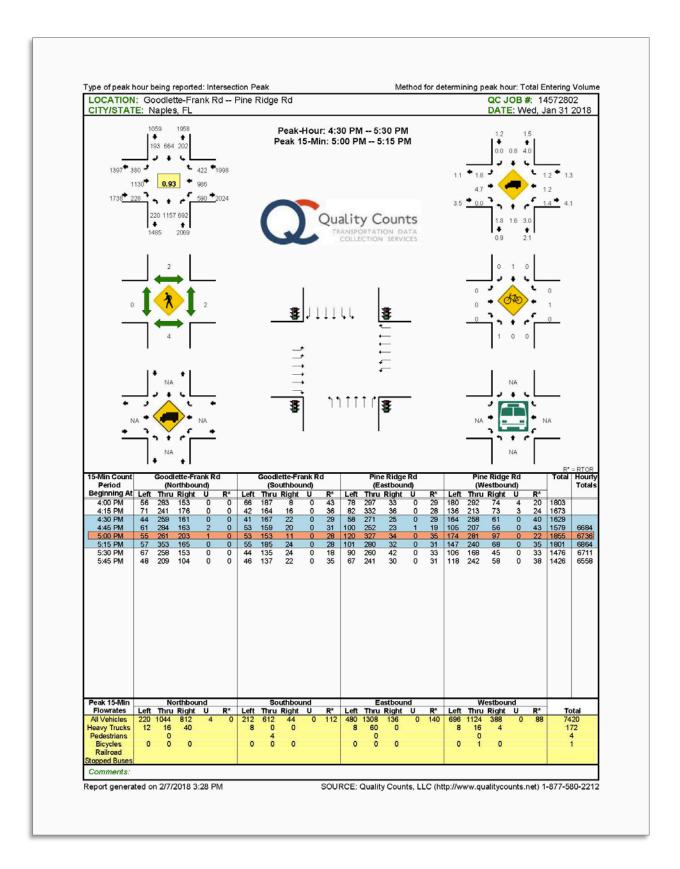
rotar	204 (100%)	J (∠70)	J (∠%)	פ) פפו [070)
710 - General	Office Building				
	-	Internal Trips		Extern	al Trips
	Total Trips	820 - Shopping Cente	r Total	Extern	arrips
Entry	33 (100%)	3 (9%)	3 (9%)	30 (919	%)
Exit	162 (100%)	2 (1%)	2 (1%)	160 (99	9%)
Total	195 (100%)	5 (3%)	5 (3%)	190 (9	7%)
		EXTERNAL TRI	PS		
and Use		External Trips F	ass-by%	Pass-by Trips	Non-pass-by Trips
320 - Shoppin	g Center	199	0 25	50	149
'10 - General	Office Building	190	0	0	190
Veekday, Pe a anduse	ak Hour of Adjacent Stree No deviations from ITE.	et Traffic, One Hour Betwee	en 4 and 6 p.	m.	
Vethods	No deviations from ITE.				
External Trips	820 - Shopping Center The chosen pass-by% ((General Urban/Suburban) 25) is not provided by ITE. I	recommen	ds 62.	
	Peak Hour of Generator				
anduse	No deviations from ITE.				
Methods	No deviations from ITE.				
	710 - General Office Bu	ilding (General Urban/Subur	ban)		
External Trips	ITE does not recommer	id a particular pass-by% for t	Ills Case.		
External Trips	ITE does not recommer	o a particular pass-by% for t	nis case.		
External Trips	ITE does not recommer	SUMMARY			
	ITE does not recommer				
Fotal Entering	ITE does not recommer				131
	ITE does not recommer				131 268 0

Print Preview	Page 3	of 3
Total Exiting Reduction	U	
Total Entering Internal Capture Reduction	5	
Total Exiting Internal Capture Reduction	5	
Total Entering Pass-by Reduction	24	
Total Exiting Pass-by Reduction	26	
Total Entering Non-Pass-by Trips	102	
Total Exiting Non-Pass-by Trips	237	

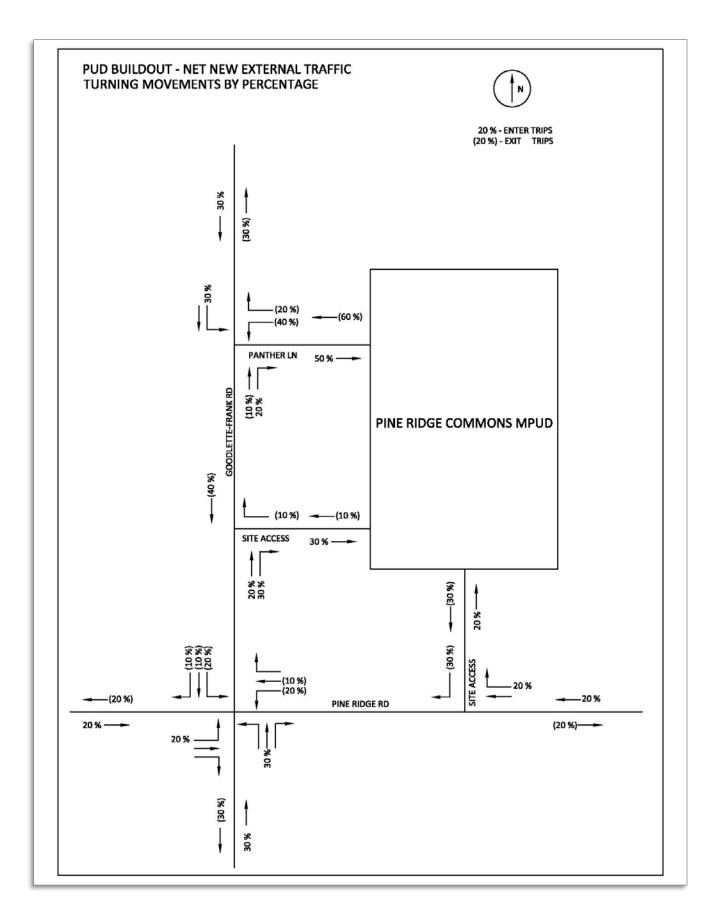
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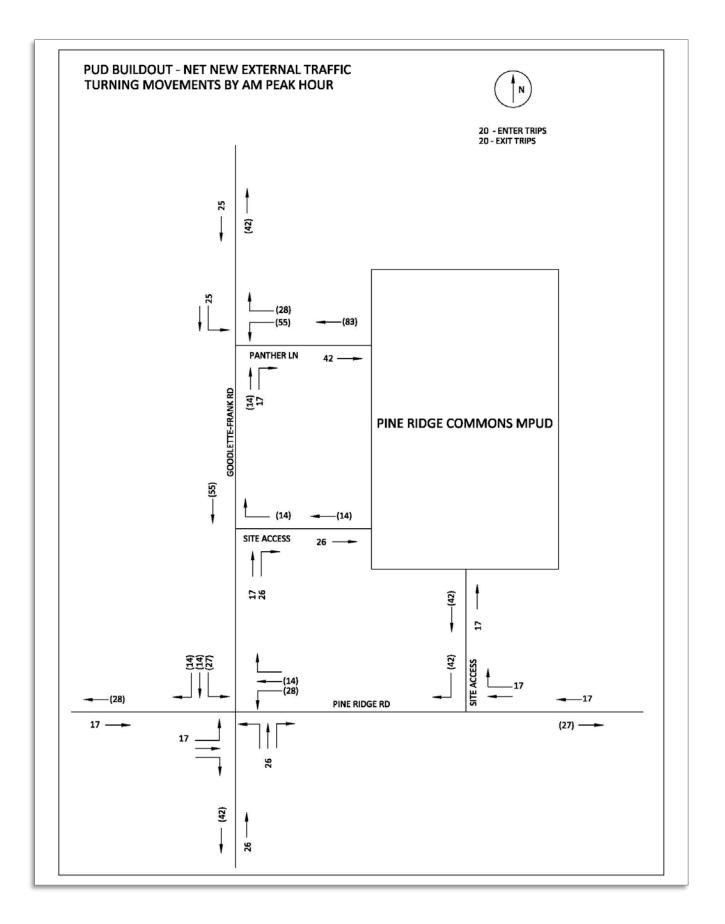
Appendix C: Intersection Raw Turning Movement Counts

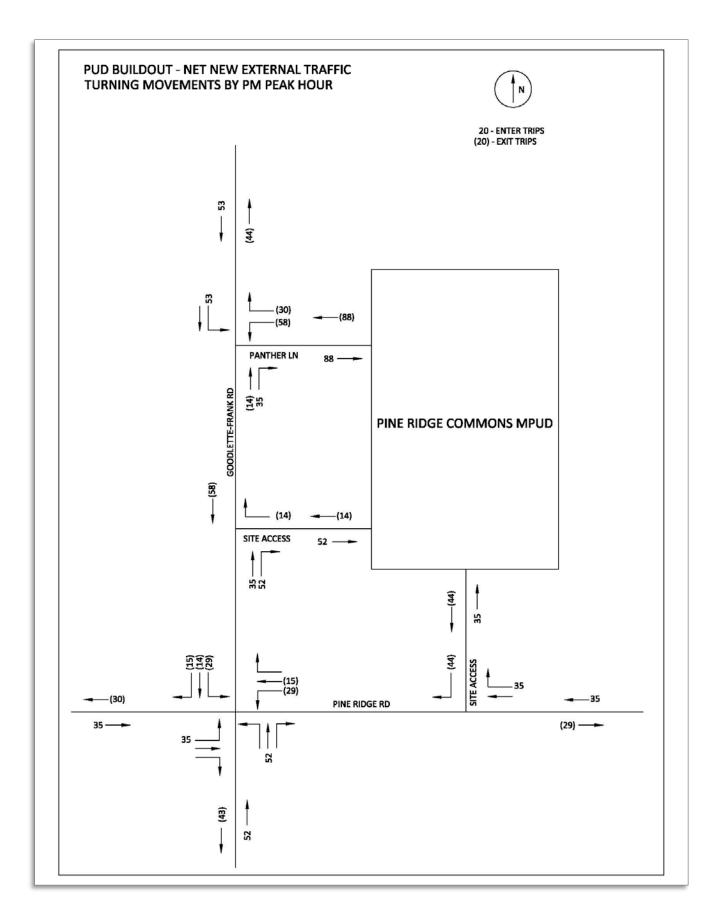




Appendix D: Intersection Peak Season Traffic







				10	1,		1,			2,		2			
			DUND	RIGHT	262	1.01	265	2.0%	4	287	0	287	rojecteo		
			WESTBOUND	THRU	1,030	1.01	1,041	2.0%	4	1,127	14	1,141	** Future P		
		E ROAD		LEFT	566	1.01	572	2.0%	4	620	28	648	:port; **		
		PINE RIDGE ROAD		TOTAL	1,041		1,053			1,141	17	1,158	egory Re		
		đ	μ	μ	DNI	RIGHT .	224	1.01	227	2.0%	4	246	0	246	ictor Cat
	R		EASTBOUND	THRU	658	1.01	665	2.0%	4	720	0	720	Note(s): * TMC = turning movement count; ** As illustrated in the FDOT 2017 Peak Season Factor Category Report; *** Future Projected		
	AK HOUI			LEFT	159	1.01	161	2.0%	4	175	17	192	017 Pea		
	N AM PE			TOTAL	1,437		1,453			1,574	55	1,629	e FDOT 2		
	(SEASO!		UND	RIGHT	322	1.01	326	2.0%	4	353	14	367	ted in th		
	INTERSECTION 2022 TRAFFIC PEAK SEASON AM PEAK HOUR	D	SOUTHBOUND	THRU	949	1.01	959	2.0%	4	1,039	14	1,053	As illustra		
ß	2022 TR	GOODLETTE-FRANK ROAD		LEFT	166	1.01	168	2.0%	4	182	27	209	count; **		
INTERSECTION - GODLETTE-FRANK RD AND PINE RIDGE RD COUNT DATA - DATE - 1-31-2018 COUNT DATA - TIME - 7.00 AM - 9.00 AM PEAK HOUR - 8.00 AM - 9.00 AM	SECTION	ОЦЕТТЕ-F		TOTAL	1,064		1,076			1,166	26	1,192	vement		
Σ	INTER	GOOD	OUND	RIGHT TOTAL	357	1.01	361	2.0%	4	391	0	391	rning mo		
2018 M - 9.00 A AM			NORTHBOUND	THRU	475	1.01	480	2.0%	4	520	26	546	* TMC = tu		
ODLETTE E - 1-31-; E - 7.00 / M - 9.00				LEFT	232	1.01	235	2.0%	4	255	0	255	Note(s):		
COUNT DATA - DATE - 1-31-2018 COUNT DATA - TIME - 7.00 AM - 9.00 AM PEAK HOUR - 8.00 AM - 9.00 AM					2018 RAW TMC*	PSCF**	2018 PEAK SEASON VOLUME	ANNUAL GROWTH RATE (AGR)	YEARS TO 2022	2022 BACKGROUND***	MPUD BUILDOUT - ADDITIONAL TRAFFIC	2022 TOTAL TRAFFIC			

TOTAL

1,858

1,878

2,076

Volume = Base Volume $(1+AGR)^n$; n = number of years from the base year.

2,034 42

$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	EK	DATES	SF	MOCF: 0.88 PSCF	
2 01/08/2017 - 01/14/2017 0.99 1.13 01/25/2017 - 01/21/2017 0.91 1.03 10/22/2017 - 02/12/2017 0.91 1.03 02/05/2017 - 02/12/2017 0.86 02/05/2017 - 02/15/2017 0.86 0.98 02/19/2017 - 02/15/2017 0.85 0.97 0 03/05/2017 - 03/11/2017 0.85 0.97 0 03/05/2017 - 03/11/2017 0.85 0.97 1 03/12/2017 - 03/15/2017 0.86 0.98 0 03/05/2017 - 03/11/2017 0.85 0.97 1 03/12/2017 - 03/15/2017 0.86 0.98 0 03/05/2017 - 03/15/2017 0.86 0.98 0 03/05/2017 - 03/15/2017 0.85 0.97 1 03/12/2017 - 03/15/2017 0.85 0.97 2 03/19/2017 - 04/15/2017 0.91 1 03/12/2017 - 03/15/2017 0.91 1 03/12/2017 - 03/15/2017 0.91 1 03/12/2017 - 04/15/2017 0.91 1 03 1 05/13/2017 - 04/15/2017 0.94 1 07 1 05/11/2017 - 04/15/2017 0.94 1 07 1 05/11/2017 - 05/13/2017 0.97 1 10 0 05/11/2017 - 05/13/2017 0.97 1 10 0 05/11/2017 - 05/13/2017 1.02 1 16 2 05/07/2017 - 05/13/2017 1.09 1 24 0 06/04/2017 - 06/10/2017 1.09 1 24 0 06/04/2017 - 06/10/2017 1.09 1 24 0 07/02/2017 - 07/02/2017 1.02 1 10 2 05/2017 - 07/12/2017 1.02 1 10 2 05/2017 - 07/12/2017 1.02 1 10 2 05/13/2017 - 06/10/2017 1.09 1 24 0 07/02/2017 - 07/02/2017 1.02 1 06 1 20 2 00/06/2017 - 07/12/2017 1.06 1 20 2 00/06/2017 - 07/12/2017 1.06 1 20 2 00/06/2017 - 07/22/2017 1.06 1 20 2 00/06/2017 - 00/12/2017 1.07 1 22 2 00/06/2017 - 07/22/2017 1.06 1 20 2 00/06/2017 - 00/12/2017 1.22 1 39 2 01/15/2017 - 10/21/2017 1.22	1				
3 01/15/2017 - 01/21/2017 0.93 1.06 01/23/2017 - 01/24/2017 0.91 1.03 5 01/23/2017 - 02/14/2017 0.89 1.01 6 02/05/2017 - 02/14/2017 0.86 0.98 8 02/13/2017 - 02/18/2017 0.86 0.98 9 02/26/2017 - 03/04/2017 0.85 0.97 1 03/12/2017 - 03/14/2017 0.85 0.97 1 03/12/2017 - 03/14/2017 0.85 0.97 1 03/12/2017 - 03/14/2017 0.85 0.97 2 03/13/2017 - 03/14/2017 0.85 0.97 2 03/13/2017 - 03/14/2017 0.88 1.00 0 4/23/2017 - 04/01/2017 0.89 1.01 5 04/09/2017 - 04/15/2017 0.91 1.03 5 04/09/2017 - 04/15/2017 0.92 1.06 0 04/15/2017 - 05/20/2017 0.92 1.06 0 04/15/2017 - 05/20/2017 0.99 1.10 1 05/14/2017 - 05/20/2017 0.99 1.10 0 05/14/2017 - 05/20/2017 0.99 1.10 0 05/14/2017 - 06/13/2017 1.06 1.20 0 05/14/2017 - 06/14/2017 1.09 1.24 4 06/11/2017 - 06/14/2017 1.09 1.24 1 05/22/2017 - 06/14/2017 1.09 1.24 0 06/11/2017 - 06/24/2017 1.07 1.22 0 07/03/2017 - 06/24/2017 1.06 1.20 0 07/23/2017 - 07/15/2017 1.07 1.22 2 08/06/2017 - 08/12/2017 1.06 1.20 0 07/23/2017 - 07/15/2017 1.06 1.20 0 07/23/2017 - 07/22/2017 1.06 1.20 1 07/30/2017 - 08/14/2017 1.07 1.22 1 08/06/2017 - 08/14/2017 1.07 1.22 1 08/06/2017 - 08/14/2017 1.07 1.22 1 08/06/2017 - 08/14/2017 1.26 1.43 1 0/06/2017 - 08/14/2017 1.26 1.43 1 0/06/2017 - 09/09/2017 1.35 1.53 0 09/12/2017 - 09/03/2017 1.35 1.53 0 09/12/2017 - 09/23/2017 1.35 1.53 0 09/12/2017 - 09/23/2017 1.35 1.53 1 01/52/0017 - 09/23/2017 1.35 1.53 1 01/52/0017 - 10/07/2017 1.26 1.43 1 01/05/2017 - 11/14/2017 1.26 1.43 1 01/05/2017 - 11/21/2017 1.05 1.19 1 02/17/2017 - 12/23/2017 1.05 1.19 1 02/17/2017 - 12/23/2017 1.05 1.19 1 02/17/2017 - 12/23/2017 1.05 1.19 1 02/07/2017 - 1	2				
5 01/29/2017 02/04/2017 0.89 1.01 6 02/05/2017 02/11/2017 0.86 0.98 8 02/12/2017 02/14/2017 0.86 0.98 9 02/26/2017 03/04/2017 0.85 0.97 03/12/2017 03/11/2017 0.85 0.97 03/12/2017 03/14/2017 0.85 0.97 03/12/2017 03/15/2017 0.86 0.98 3 03/26/2017 04/01/2017 0.88 1.00 4 04/02/2017 04/15/2017 0.91 1.03 5 04/09/2017 04/15/2017 0.92 1.05 7 04/23/2017 04/22/2017 0.99 1.13 10 05/07/2017 0.5/07/2017 1.02 1.16 02/32/2017 06/04/2017 0.5/27/2017 1.02 1.16 05/07/2017 06/04/2017 1.09 1.24 7 07/02/2017 0.7/15/2017 1.07 1.22 8 <	3		0.93	1.06	
6 02/05/2017 - 02/11/2017 0.87 0.98 8 02/13/2017 - 02/25/2017 0.86 0.98 9 02/25/2017 - 03/11/2017 0.86 0.98 0 03/05/2017 - 03/11/2017 0.85 0.97 1 03/11/2017 - 03/11/2017 0.85 0.97 2 03/11/2017 - 03/25/2017 0.86 0.98 3 03/25/2017 - 04/08/2017 0.89 1.01 5 04/09/21017 - 04/21/2017 0.91 1.03 6 04/16/2017 - 04/21/2017 0.92 1.07 8 04/30/2017 - 05/20/2017 0.94 1.07 8 04/30/2017 - 05/20/2017 0.92 1.16 2 05/21/2017 0.92 1.16 2 05/21/2017 1.02 1.16 2 05/21/2017 1.02 1.16 2 05/21/2017 1.07 1.22 0 01/2017 <t< td=""><td>4</td><td></td><td>0.91</td><td>1.03</td><td></td></t<>	4		0.91	1.03	
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1 10/08/2017 - 10/14/2017 1.22 1.39 2 10/15/2017 - 10/21/2017 1.17 1.33 3 10/22/2017 - 10/28/2017 1.15 1.31 4 10/29/2017 - 11/04/2017 1.12 1.27 5 11/05/2017 - 11/11/2017 1.09 1.24 6 11/12/2017 - 11/25/2017 1.06 1.20 7 11/19/2017 - 12/22/2017 1.06 1.20 8 11/26/2017 - 12/02/2017 1.05 1.19 9 12/03/2017 - 12/16/2017 1.05 1.19 1 12/17/2017 - 12/23/2017 1.01 1.15 2 12/24/2017 - 12/33/2017 0.97 1.10 3 12/31/2017 - 12/31/2017 0.93 1.06 PEAK SEASON	9				
2 10/15/2017 - 10/21/2017 1.17 1.33 3 10/22/2017 - 10/28/2017 1.15 1.31 4 10/29/2017 - 11/04/2017 1.12 1.27 5 11/05/2017 - 11/12/2017 1.09 1.24 6 11/12/2017 - 11/25/2017 1.06 1.20 7 11/09/2017 - 12/02/2017 1.05 1.19 9 12/03/2017 - 12/09/2017 1.05 1.19 0 12/10/2017 - 12/16/2017 1.05 1.19 1 12/17/2017 - 12/32/2017 1.01 1.15 2 12/24/2017 - 12/30/2017 0.97 1.10 3 12/31/2017 - 12/31/2017 0.93 1.06					
3 10/22/2017 - 10/28/2017 1.15 1.31 4 10/29/2017 - 11/04/2017 1.12 1.27 5 11/05/2017 - 11/11/2017 1.09 1.24 6 11/12/2017 - 11/18/2017 1.06 1.20 7 11/19/2017 - 11/25/2017 1.06 1.20 8 11/26/2017 - 12/02/2017 1.05 1.19 9 12/03/2017 - 12/09/2017 1.05 1.19 1 12/17/2017 - 12/23/2017 1.05 1.19 1 12/17/2017 - 12/23/2017 1.01 1.15 2 12/24/2017 - 12/30/2017 0.97 1.10 3 12/31/2017 - 12/31/2017 0.93 1.06					
4 10/29/2017 - 11/04/2017 1.12 1.27 5 11/05/2017 - 11/11/2017 1.09 1.24 6 11/12/2017 - 11/18/2017 1.06 1.20 7 11/19/2017 - 11/25/2017 1.06 1.20 8 11/26/2017 - 12/02/2017 1.05 1.19 9 12/03/2017 - 12/16/2017 1.05 1.19 0 12/10/2017 - 12/16/2017 1.05 1.19 1 12/17/2017 - 12/23/2017 1.01 1.15 2 12/24/2017 - 12/30/2017 0.97 1.10 3 12/31/2017 - 12/31/2017 0.93 1.06	3				
5 11/05/2017 - 11/11/2017 1.09 1.24 6 11/12/2017 - 11/18/2017 1.06 1.20 7 11/19/2017 - 11/25/2017 1.06 1.20 8 11/26/2017 - 12/02/2017 1.05 1.19 9 12/03/2017 - 12/09/2017 1.05 1.19 1 12/10/2017 - 12/16/2017 1.05 1.19 1 12/17/2017 - 12/32/2017 1.01 1.15 2 12/24/2017 - 12/30/2017 0.97 1.10 3 12/31/2017 - 12/31/2017 0.93 1.06	4				
7 11/19/2017 - 11/25/2017 1.06 1.20 8 11/26/2017 - 12/02/2017 1.05 1.19 9 12/03/2017 - 12/09/2017 1.05 1.19 0 12/10/2017 - 12/16/2017 1.05 1.19 1 12/17/2017 - 12/23/2017 1.01 1.15 2 12/24/2017 - 12/30/2017 0.97 1.10 3 12/31/2017 - 12/31/2017 0.93 1.06 PEAK SEASON	5				
8 11/26/2017 - 12/02/2017 1.05 1.19 9 12/03/2017 - 12/09/2017 1.05 1.19 0 12/10/2017 - 12/16/2017 1.05 1.19 1 12/17/2017 - 12/32/2017 1.01 1.15 2 12/24/2017 - 12/30/2017 0.97 1.10 3 12/31/2017 - 12/31/2017 0.93 1.06 PEAK SEASON	6				
9 12/03/2017 - 12/09/2017 1.05 1.19 0 12/10/2017 - 12/16/2017 1.05 1.19 1 12/17/2017 - 12/23/2017 1.01 1.15 2 12/24/2017 - 12/30/2017 0.97 1.10 3 12/31/2017 - 12/31/2017 0.93 1.06 PEAK SEASON					
0 12/10/2017 - 12/16/2017 1.05 1.19 1 12/17/2017 - 12/23/2017 1.01 1.15 2 12/24/2017 - 12/30/2017 0.97 1.10 3 12/31/2017 - 12/31/2017 0.93 1.06 PEAK SEASON					
1 12/17/2017 - 12/23/2017 1.01 1.15 2 12/24/2017 - 12/30/2017 0.97 1.10 3 12/31/2017 - 12/31/2017 0.93 1.06 PEAK SEASON	0				
3 12/31/2017 - 12/31/2017 0.93 1.06 PEAK SEASON	1	12/17/2017 - 12/23/2017	1.01		
PEAK SEASON	2				
	3	12/31/2017 - 12/31/2017	0.93	1.06	
-MAR-2018 15:35:04 830UPD 1_0300_PKSEASON.TXT	PEAK	SEASON			
	-MAR	-2018 15:35:04		830UPD	1_0300_PKSEASON.TXT

Appendix E: Intersection Analysis – Synchro 9 Printouts

2018 Peak Season – Background T	Traffic – AM Peak Hour
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1: Goodlette-Frank	: Rd & F	Pine Ri	idge Ro	d							06/	29/201
	٠	-	\mathbf{i}	4	t	•	•	†	1	1	÷.	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ካካ	111	1	ካካ	111	1	ካካ	***	1	ሻሻ	111	1
Traffic Volume (vph)	161	665	227	572	1041	265	235	480	361	168	959	32
Future Volume (vph)	161	665	227	572	1041	265	235	480	361	168	959	32
Ideal Flow (vphpl)	1900	1900	1 900	1900	1900	1900	1900	1900	1900	1900	1900	190
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	1:
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	445		595	660		470	595		480	560		61
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	158
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1 5 8 3	3433	5085	1583	3433	5085	1583	3433	5085	158
Right Turn on Red			Yes			No			No			N
Satd. Flow (RTOR)			41									
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1663			2007			1240			1332	
Travel Time (s)		25.2			30.4			18.8			20.2	
Confl. Peds. (#hr)												
Confl. Bikes (#hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.9
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	1009
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	29
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	1
Parking (#hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	4.00	000	000	500	4004	070	0.45	500	070	475	000	24
Lane Group Flow (vph)	168 Dect	693	236	596 Dept	1084	276	245	500	376	175 Dept	999 M.0	34
Tum Type Protected Phases	Prot 7	NA	pm+ov 5	Prot 3	NA 8	Free	Prot 5	NA 2	Free	Prot	NA 6	Free
Permitted Phases	1.	4	4	3	\$	Free	D	2	Free	1	¢	Fre
Total Split (s)	17.0	43.0	24.0	43.0	69.0	riee	24.0	55.0	riee	19.0	50.0	FIE
Total Lost Time (s)	4.5	43.0	4.5	43.0	4.5		4.5	4.5		4.5	4.5	
Act Effct Green (s)	16.1	24.7	43.7	26.9	35.4	116.4	14.4	34.5	116.4	11.7	31.8	116.
Actuated g/C Ratio	0.14	0.21	0.38	0.23	0.30	1.00	0.12	0.30	1.00	0.10	0.27	1.0
v/c Ratio	0.14	0.64	0.38	0.75	0.70	0.17	0.58	0.33	0.24	0.51	0.72	0.2
Control Delay	51.4	46.8	25.6	49.8	39.4	0.2	57.0	33.5	0.4	59.1	42.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
Total Delay	51.4	46.8	25.6	49.8	39.4	0.2	57.0	33.5	0.4	59.1	42.5	0.3
LOS	D	 D	C	• D	D	A	E	C	A.	E	42.0 D	×.
Approach Delay	0	43.0			37.0		-	27.5		-	35.0	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	58	172	102	208	252	0	88	103	0	62	239	3
Queue Length 95th (ft)	116	278	217	345	392	Ő	166	171	Ő	127	375	
Internal Link Dist (ft)		1583			1927			1160			1252	
Tum Bay Length (ft)	445		595	660		470	595		480	560		61
Base Capacity (vph)	475	1745	697	1178	2924	1583	596	2289	1583	443	2062	158
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	ŏ	ŏ	ò	ŏ	ŏ	ŏ	ŏ	Ő	Ŏ	ŏ	ŏ	j
Storage Cap Reductn	0	Ő	ò	Ő	Ő	Ő	ő	Ő	Ő	Ő	ŏ	

	<u>(Rd&P</u> ♪			· ·	+	*	1	t	1	N.	1	:9/2018
Q	19. 		•		WIDT	WIDD			-	-	*	-
Lane Group Reduced v/c Ratio	EBL 0.35	EBT 0.40	EBR 0.34	WBL 0.51	WBT 0.37	WBR 0.17	NBL 0.41	NBT 0.22	NBR 0.24	SBL 0.40	SBT 0.48	SBF 0.21
Intersection Summary												
Area Type: Outle Leveth: 4.00	Other											
Cycle Length: 160 Actuated Cycle Length: 116	5.4											
Control Type: Actuated-Un Maximum v/c Ratio: 0.75	coordinated											
Intersection Signal Delay: 3	5.8				tersectior							
Intersection Capacity Utiliza Analysis Period (min) 15	ation 73.2%			IC	:U Level d	of Service	D					
Splits and Phases: 1: Go	odlette-Fran	k Rd & Pi	ne Ridge		-			T.	1			4)
▶ø1 Ø2					Ø3			43	₩Ø4 3 s			
\$ ø₅ ↓	Ø6				- Ø8						≯ ₀	17
24 s 50 s	20			69	s						17 s	

2022 Peak Season – Background Traffic – AM Peak	Hour
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1: Goodlette-Frank	. Rd & F	'ine Ri	idge Ro	1							06/	29/2018
	≯	-	\mathbf{r}	4	t	•	1	1	1	\mathbf{F}	¥.	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኘካ	111	1	ካካ	^	1	ሻሻ	^	1	ሻሻ	† ††	ľ
Traffic Volume (vph)	175	720	246	620	1127	287	255	520	391	182	1039	353
Future Volume (vph)	175	720	246	620	1127	287	255	520	391	182	1039	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	445		595	660		470	595		480	560		610
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)			41								2012	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1663			2007			1240			1332	
Travel Time (s)		25.2			30.4			18.8			20.2	
Confl. Peds. (#hr)												
Confl. Bikes (#hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#hr)	0	0	0	0	0	0	0	0	0	0	0	¢
Parking (#hr)								0.04				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	400	750	050	646	4474	000	000	640	107	400	1000	200
Lane Group Flow (vph)	182	750	256	646	1174	299	266 Durat	542	407	190	1082	368
Tum Type	Prot	NA 4	pm+ov	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	7	4	5	3	8	Free	5	2	Fine	1	6	Free
Permitted Phases	47.0	42.0	4	42.0	000	Free	04.0	550	Free	10.0	50.0	Free
Total Split (s)	17.0 4.5	43.0 4.5	24.0 4.5	43.0 4.5	69.0 4.5		24.0 4.5	55.0 4.5		19.0 4.5	50.0 4.5	
Total Lost Time (s) Act Effct Green (s)	4.5	4.5	4.0	4.5 29.8	4.5	126.3	4.5	4.5 38.8	126.3	4.5	35.7	126.3
Actuated g/C Ratio	0.13	0.21	0.37	0.24	0.32	1.00	0.12	0.31	1.00	0.10	0.28	120.0
V/c Ratio	0.13	0.21	0.42	0.24	0.32	0.19	0.12	0.31	0.26	0.10	0.20	0.23
Control Delay	57.1	51.5	28.6	55.2	41.9	0.13	62.9	35.5	0.20	65.3	46.2	0.23
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.1	51.5	28.6	55.2	41.9	0.0	62.9	35.5	0.4	65.3	46.2	0.3
LOS	E	01.0 D	20.0 C	55.2 E	41.9 D	0.5 A	62.9 E	30.0 D	0.4 A	65.5 E	40.2 D	0.3 A
Approach Delay	-	47.4	0	-	40.1	0	-	29.7	0	-	38.1	
Approach LOS		47.4 D			40.1 D			20.r C			D	
Queue Length 50th (ft)	72	211	130	257	312	0	108	125	0	77	294	C
Queue Length 95th (ft)	130	308	244	391	433	ŏ	186	190	ŏ	141	421	č
Internal Link Dist (ft)	100	1583	244	001	1927	~		1160	~	1412	1252	·
Tum Bay Length (ft)	445		595	660	1021	470	595	11177	480	560	1202	610
Base Capacity (vph)	444	1603	670	1082	2686	1583	548	21.02	1583	407	1894	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0000
Spillback Cap Reductn	ő	Ő	ŏ	Ő	ŏ	ŏ	ŏ	Ő	ŏ	ŏ	Ő	c
Storage Cap Reductn	Ő	ŏ	ő	ő	ŏ	Ő	ŏ	ŏ	ŏ	ŏ	ő	ò

	<u>k</u> Rd&P	ine Hit	цуе но		04-0		6201			N	1	29/2018
	1		7	1		\sim	1	t	1	*	÷	*
Lane Group Reduced v/c Ratio	EBL 0.41	EBT 0.47	EBR 0.38	WBL 0.60	WBT 0.44	WBR 0.19	NBL 0.49	NBT 0.26	NBR 0.26	SBL 0.47	SBT 0.57	SBF 0.23
Intersection Summary	0.41	0.47	0.00	0.00	0.44	0.13	0.43	0.20	0.20	V.47	0.07	0.20
Area Type: Cycle Length: 160	Other											
Actuated Cycle Length: 12/ Control Type: Actuated-Un Maximum v/c Ratio: 0.80	6.3 coordinated											
Intersection Signal Delay: 3 Intersection Capacity Utiliz	38.9 ation 76.7%				tersectior CU Level c	n LOS: D of Service	D					
Analysis Period (min) 15 Splits and Phases: 1: Go	oodlette-Fran	k Rd & Pi	ne Ridge	Rd								
Ø1 Ø2 19 s 55 s					Ø3 3 s			4	● Ø4 3 s		62	
\$¢5 ↓	Ø6			and a state	Ø8						• و •	07

Lane Configurations N A+A f N A+A Z D <thd< th=""> D <thd< th=""> D <th< th=""><th></th><th>≯</th><th>+</th><th>~</th><th>4</th><th>ŧ</th><th>•</th><th>•</th><th>1</th><th>1</th><th>1</th><th>I</th><th>4</th></th<></thd<></thd<>		≯	+	~	4	ŧ	•	•	1	1	1	I	4
Lane Configurations No	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Traffic Volume (pph) 192 720 246 648 1141 227 255 546 391 209 1063 35 Edue Volume (pph) 1900 1800 1900 </td <td>Lane Configurations</td> <td></td> <td>1</td>	Lane Configurations												1
deal Row (pr)p) 1900	Traffic Volume (vph)			101000000			1000 Contractory 1						36
Storage Length (th) 445 595 660 470 595 480 660 611 Storage Length (th) 100 <t< td=""><td>Future Volume (vph)</td><td>192</td><td>720</td><td>246</td><td>648</td><td>1141</td><td>287</td><td>265</td><td>546</td><td>391</td><td>209</td><td>1053</td><td>36</td></t<>	Future Volume (vph)	192	720	246	648	1141	287	265	546	391	209	1053	36
Storage Lands 2 1 2 1 2 1 2 Taper Length (t) 100 100 100 100 100 100 100 Stadi Flow (proft) 3433 5085 1583 3433 5085 258 3433	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Taper Length (t) 100 100 100 100 100 Said. Flow (prot) 3433 5085 1583 583 502 2 2 1 5	Storage Length (ft)			595	660		470			480	560		61
Said. Flow (prof) 3433 5085 1583 532 1583 532 1532 532 1532 532 1532 532 1533 <td>Storage Lanes</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td>	Storage Lanes			1			1			1			
Fit Permitted 0.950 0.960 0.960 0.960 0.960 0.960 Stad. Flow (perm) 3433 6085 1583 3433 6085 1583 3433 6085 1683 343 6085 1683 3433 6085 1683 343	Land and the second second second second												
Satd. Flow (perm) 3433 5085 1583 5035 1583 5035 1583 5035 1583 5035 1593 5035 1503 5035 1503 5035 1503 5035 15	Provide the second s		5085	1583		5085	1583		5085	1583		5085	1583
Right Turn on Red Yes No No No No Sald, Flow (RTOR) 41 41 100 1332 1333 1332 1333 1332 1333 1333 1333 1333 1333 1343 1343 144 144 144 144 144 144 144 144 144 144 144 144 144 144 144 145 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45 45			2010	1002107		1020100			12012	1000			
Said. Flow (RTOR) 41 Link Speed (mph) 45 45 46 45 Link Speed (mph) 45 207 1240 1332 Travel Time (s) 25.2 30.4 18.8 20.2 Peak Hour Factor 0.96		3433	5085		3433	5085		3433	5085		3433	5085	
Link Speed (mph) 45 45 46 45 45 Link Distance (II) 1663 2007 1240 1332 Travel Time (s) 25.2 30.4 18.8 20.2 Shared Lane Traffic (%) 25.2 30.4 18.8 20.2 Shared Lane Traffic (%) 200 750 256 675 1189 299 266 569 407 218 1097 33 Um Type Prot NA pmoto Free							No			No			N
Link Distance (tt) 1663 2007 1240 1332 Travel Time (s) 252 30.4 18.8 202 Peak Hour Factor 0.96 0.77 1 10 0.77 171 0 0.12 0.21 10.0 0.12 0.23 1.00 0.12 0.23 1.00 0.0 0.0 0.0 0.0 0.0			45	41		15			15			15	
Travel Time (s) 25.2 30.4 18.8 20.2 Peak Hour Factor 0.96 0.97 0.86	and the second												
Peak Hour Factor 0.96													
Shared Lane Traffic (%) 200 750 256 675 1189 299 266 569 407 218 1097 33 Tum Type Prot NA pm+ov Prot NA Free Prot NA Free Prot NA Free Prot NA Free		<u>ae (</u>		30.0	80.0		ae ()	<u>ae 0</u>		ae 0	ae 0		0.9
Lane Group Flow (nph) 200 750 256 675 1189 299 266 569 407 218 1097 33 Tun Type Prot NA pm+ov Prot NA Free Prot NA Free Prot NA Free Prot NA Free Prot A Free Prot A Free Protected Phases 7 4 5 3 8 5 2 1 6 Protected Phases 7 4 5 3 8 5 2 1 6 Premitted Phases 7 4 5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5		0.00	-0.50	0.50	0.50	0.30	0.50	0.30	0.50	0.50	0.30	0.30	0.5
Tum Type Prot NA pm+ov Prot NA Free Prot NA Free Protected Phases 7 4 5 3 8 6 2 1 6 Permitted Phases 7 4 5 3 8 6 2 1 6 Permitted Phases 7 4 5 3 8 6 2 1 6 Protected Phases 7 4 5 3 8 6 2 1 6 Protical Split (s) 17.0 43.0 24.0 43.0 64.0 4.5	Non- Winteh Altoria Mantanakana	200	750	256	675	1189	299	266	569	407	218	1097	38
Protected Phases 7 4 5 3 8 5 2 1 6 Permitted Phases 4 Free Free <td></td> <td>Free</td>													Free
Total Split (s) 17.0 43.0 24.0 43.0 69.0 24.0 55.0 19.0 50.0 Total Lost Time (s) 4.5 1.00 0.128.5 13.0 36.4 128.5 13.0 36.4 128.5 13.0 36.4 128.5 13.0 36.5 0.2 0.0 0.	Protected Phases												
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) 16.8 26.9 47.2 31.0 41.1 128.5 15.6 39.0 128.5 13.0 36.4 128 Actuated g/C Ratio 0.13 0.21 0.37 0.24 0.32 1.00 0.12 0.30 1.00 0.10 0.28 1.0 wice Ratio 0.45 0.70 0.42 0.32 0.73 0.19 0.64 0.37 0.26 0.63 0.76 0.02 0.00 0.0 </td <td>Permitted Phases</td> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td>Free</td> <td></td> <td></td> <td>Free</td> <td></td> <td></td> <td>Fre</td>	Permitted Phases			4			Free			Free			Fre
Act Effct Green (s) 16.8 26.9 47.2 31.0 41.1 128.5 15.6 39.0 128.5 13.0 36.4 128 Actuated g/C Ratio 0.13 0.21 0.37 0.24 0.32 1.00 0.12 0.30 1.00 0.10 0.28 1.00 w/c Ratio 0.45 0.70 0.42 0.82 0.73 0.19 0.64 0.37 0.26 0.63 0.76 0.2 Control Delay 58.3 52.6 29.3 56.4 42.5 0.3 64.1 36.7 0.4 67.7 47.1 0 Queue Delay 0.0 <t< td=""><td>Total Split (s)</td><td>17.0</td><td>43.0</td><td>24.0</td><td>43.0</td><td>69.0</td><td></td><td>24.0</td><td>55.0</td><td></td><td>19.0</td><td>50.0</td><td></td></t<>	Total Split (s)	17.0	43.0	24.0	43.0	69.0		24.0	55.0		19.0	50.0	
Actuated g/C Ratio 0.13 0.21 0.37 0.24 0.32 1.00 0.12 0.30 1.00 0.10 0.28 1.00 w/c Ratio 0.45 0.70 0.42 0.82 0.73 0.19 0.64 0.37 0.26 0.63 0.76 0.2 Control Delay 58.3 52.6 29.3 56.4 42.5 0.3 64.1 36.7 0.4 67.7 47.1 0 Queue Delay 0.0	Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
w/c Ratio 0.45 0.70 0.42 0.82 0.73 0.19 0.64 0.37 0.26 0.63 0.76 0.2 Control Delay 58.3 52.6 29.3 56.4 42.5 0.3 64.1 36.7 0.4 67.7 47.1 0 Queue Delay 0.0 <	Act Effct Green (s)	16.8	26.9	47.2	31.0	41.1	128.5	15.6	39.0	128.5	13.0	36.4	128.
Control Delay 58.3 52.6 29.3 56.4 42.5 0.3 64.1 36.7 0.4 67.7 47.1 0 Queue Delay 0.0	Actuated g/C Ratio	0.13	0.21	0.37	0.24	0.32	1.00	0.12	0.30	1.00	0.10	0.28	1.0
Queue Delay 0.0 <th< td=""><td>v/c Ratio</td><td></td><td></td><td></td><td></td><td>0.73</td><td></td><td></td><td></td><td></td><td></td><td>0.76</td><td>0.2</td></th<>	v/c Ratio					0.73						0.76	0.2
Total Delay 58.3 52.6 29.3 56.4 42.5 0.3 64.1 36.7 0.4 67.7 47.1 0 LOS E D C E D A E D A E D A E D A E D A E D A E D A E D A E D A E D A E D A E D A E D A E D A E D A C D A C D <td>Net Alternative A</td> <td></td> <td>0.</td>	Net Alternative A												0.
LOS E D C E D A E D Queue Length fith Sign 2 C D D C D D Git 3 Sign 2 C D D C D D C D D C D D D D D D D D D D <thd< th=""> <thd< th=""> <thd< th=""> <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0.</td></th<></thd<></thd<></thd<>													0.
Approach Delay 48.6 41.0 30.7 39.2 Approach LOS D D C D Queue Length 50th (ft) 80 217 135 276 326 0 111 137 0 91 306 Queue Length 50th (ft) 143 308 244 411 434 0 186 199 0 160 428 Queue Length 96th (ft) 143 308 244 411 434 0 186 199 0 160 428 Internal Link Dist (ft) 1583 1927 1160 1252 Tum Bay Length (ft) 445 595 660 470 595 480 560 618 Base Capacity (wph) 448 1573 661 1062 2636 1583 538 2064 1583 399 1860 158 Starvation Cap Reductn 0 0 0 0 0 0 0 0 0 0 <td>Norden in the second second</td> <td></td> <td>0.</td>	Norden in the second												0.
Approach LOS D D C D Queue Length 50th (ft) 80 217 135 276 326 0 111 137 0 91 306 Queue Length 50th (ft) 143 308 244 411 434 0 186 199 0 160 428 Internal Link Dist (ft) 143 308 244 411 434 0 186 199 0 160 428 Internal Link Dist (ft) 143 595 660 470 595 480 560 61 Base Capacity (wph) 448 1573 661 1062 2636 1583 538 2064 1583 399 1860 158 Starvation Cap Reductn 0 </td <td></td> <td>Е</td> <td></td> <td>С</td> <td>E</td> <td></td> <td>A</td> <td>E</td> <td></td> <td>A</td> <td>E</td> <td></td> <td>,</td>		Е		С	E		A	E		A	E		,
Queue Length 50th (ft) 80 217 135 276 326 0 111 137 0 91 306 Queue Length 95th (ft) 143 308 244 411 434 0 186 199 0 160 428 Internal Link Dist (ft) 1583 1927 1160 1252 1160 1252 Tum Bay Length (ft) 445 595 660 470 595 480 560 61 Base Capacity (wph) 448 1573 661 1062 2636 1583 538 2064 1583 399 1860 158 Starvation Cap Reductn 0 <td< td=""><td>Income and Construction of the</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	Income and Construction of the												
Queue Length 95th (ft) 143 308 244 411 434 0 186 199 0 160 428 Internal Link Dist (ft) 1583 1927 1160 1252 Tum Bay Length (ft) 445 595 660 470 595 480 560 61 Base Capacity (wph) 448 1573 661 1062 2636 1583 538 2064 1583 399 1860 158 Starvation Cap Reductn 0 <td>Part of the second second</td> <td>00</td> <td></td> <td>125</td> <td>976</td> <td></td> <td>0</td> <td>111</td> <td></td> <td>0</td> <td>01</td> <td></td> <td>1</td>	Part of the second second	00		125	976		0	111		0	01		1
Internal Link Dist (tt) 1583 1927 1160 1252 Turn Bay Length (tt) 445 595 660 470 595 480 560 61 Base Capacity (uph) 448 1573 661 1062 2636 1583 538 2064 1583 399 1860 158 Starvation Cap Reductn 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 Storage Cap Reductn 0 0 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0 0 Reduced wic Ratio 0.45 0.48 0.39 0.64 0.45 0.19 0.49 0.28 0.26 0.55 0.59 0.2 Intersection Summary Cycle Length: 180 Intersectin	And the contract prising contract												
Turn Bay Length (t) 445 595 660 470 595 480 560 61 Base Capacity (wph) 448 1573 661 1062 2636 1583 538 2064 1583 399 1860 158 Starvation Cap Reductn 0		140		244	411		~	100		~	100		
Base Capacity (vph) 448 1573 661 1062 2636 1583 538 2064 1583 399 1860 158 Starvation Cap Reductn 0	100 000 001 (7201)/0000	445	1000	595	660	1521	470	595	1100	480	560	1202	61
Starvation Cap Reductn 0			1573			2636			2064			1860	158
Spillback Cap Reductn 0	Starvation Cap Reductn)
Storage Cap Reducth 0	Spillback Cap Reductn												1
Intersection Summary Area Type: Other Cycle Length: 160 Actuated Cycle Length: 128.5 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.82	Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	1
Area Type: Other Cycle Length: 160 Actuated Cycle Length: 128.5 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.82	Reduced v/c Ratio	0.45	0.48	0.39	0.64	0.45	0.19	0.49	0.28	0.26	0.55	0.59	0.2
Cycle Length: 160 Actuated Cycle Length: 128.5 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.82	Intersection Summary												
Actuated Cycle Length: 128.5 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.82	Area Type:	Other											
Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.82	Cycle Length: 160												
Maximum v/c Ratio: 0.82													
		coordinated											
Intersection Signal Delay: 39.9 Intersection LOS: D	Maximum v/c Ratio: 0.82												
	Intersection Signal Delay: 3	9.9			In	tersectio	LOS: D						

Intersection Ca	ette-Frank Rd & Pine Ri apacity Utilization 77.8%	ICU Level of Servic	e D	
Analysis Perio	id (min) 15			
224.2	ases: 1: Goodlette-Frank Rd & I	25		
Ø1 19 s	¹ ø₂ 55 s	4 3 s		
\$ Ø5	Ø6	4 Ø8		● _{Ø7}
PRR & GFR Ir	nt - 2022 Backgr w PJ - AM Pk Hr	7 06/29/2018 Baseline		Synchro 9 Report Page 2

2018 Peak Season – Background Traffic – PM Peak Hour

			•	- -		\sim	1	T.	1	1	÷	•
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Lane Configurations	ካካ	^	1	ካካ	***	1	ሻሻ	† ††	1	ካካ	† ††	
Traffic Volume (vph)	384	1142	231	596	996	427	223	1169	699	205	671	15
Future Volume (vph)	384	1142	231	596	996	427	223	1169	699	205	671	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Storage Length (ft)	445		595	660		470	595		480	560		61
Storage Lanes	2		1	2		1	2		1	2		
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	158
Fit Permitted	0.950	EDDE	1583	0.950	ENDE	4500	0.950 3433	EDDE	1583	0.950	EDDE	150
Satd. Flow (perm) Right Turn on Red	3433	5085	Yes	3433	5085	1583 No	3433	5085	NO	3433	5085	158 N
Satd. Flow (RTOR)			41			NU			NU			r
Link Speed (mph)		45	412		45			45			45	
Link Distance (ft)		1663			2007			1240			1332	
Travel Time (s)		25.2			30.4			18.8			20.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.5
Shared Lane Traffic (%)												
Lane Group Flow (vph) 👘	413	1228	248	641	1071	459	240	1257	752	220	722	2
Tum Type	Prot	NA		Prot	NA	Free	Prot	NA	Free	Prot	NA	Fre
Protected Phases	7	4	5	3	\$	1.22	5	2		1	6	
Permitted Phases			4			Free			Free		17.0	Fre
Total Split (s)	17.0	45.0	27.0	41.0	69.0		27.0	48.0		26.0	47.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	1 45 0	4.5 15.6	4.5	145 0	4.5	4.5	145
Act Effct Green (s) Actuated g/C Ratio	31.2 0.21	39.6 0.27	59.8 0.41	31.8 0.22	40.2 0.28	145.8 1.00	0.11	41.4 0.28	145.8 1.00	14.8 0.10	40.6 0.28	140
wc Ratio	0.56	0.89	0.41	0.86	0.28	0.29	0.65	0.87	0.48	0.63	0.51	0.
Control Delay	56.6	60.7	27.2	67.8	52.7	0.5	72.4	57.8	1.0	72.5	46.5	v. (
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Ċ
Total Delay	56.6	60.7	27.2	67.8	52.7	0.5	72.4	57.8	1.0	72.5	46.5	c
LOS	E	E	С	E	D	A	E	E	A	E	D	
Approach Delay		55.4			46.1			40.4			43.0	
Approach LOS		E			D			D			D	
Queue Length 50th (ft)	187	426	140	312	355	0	118	427	0	108	216	
Queue Length 95th (ft)	270	#549	222	400	407	0	169	523	0	157	280	
Internal Link Dist (ft)	145	1583	EAE	000	1927	470	EDE	1160	400	500	1252	
Tum Bay Length (ft) Base Capacity (vph)	445 734	1424	595 747	660 866	2268	470 1583	595 534	1529	480 1583	560 510	1496	61 151
Starvation Cap Reductn	734	1424	0	000	2200	1000	034	1529	1000	0	1490	104
Spillback Cap Reductn	0	Ő	Ő	ő	ŏ	Ő	ő	ő	Ő	ő	0	
Storage Cap Reductn	0	Ő	0	Ó	Ó	Ó	0	0	0	0	Ó	
Reduced v/c Ratio	0.56	0.86	0.33	0.74	0.47	0.29	0.45	0.82	0.48	0.43	0.48	0.1
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 146												
Control Type: Actuated-Un	coordinated											
Maximum v/c Ratio: 0.89 Intersection Signal Delay: 4	16.2			les.	tom onti	100.0						
	0.3			In	tersection	LOS: D						

tersection Capacity Utilization \$2.5% nalysis Period (min) 15	ICU Level of Servic		
		.0 L	
95th percentile volume exceeds capacity, que Queue shown is maximum after two cycles.	ue may be longer.		
	an Didan Dal		
plits and Phases: 1: Goodlette-Frank Rd & Pir	re Riuge Ru √ Ø3		
6s 48s	41 s		
\$ Ø5 €	← Ø8		● Ø7
7s 47s	69 s		17 s

2022 Peak Season – Background Traffic – PM Peak Hour

Lane Group Lane Configurations Traffic Volume (vph)	EBL ካካ	EBT	10000				1	t t	1	×	- T	
Lane Configurations Traffic Volume (vph)			EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Traffic Volume (vph)		***	1	ካካ	† ††	1	ካካ	† ††	1	ሻሻ	† ††	
	416	1237	251	646	1079	463	242	1266	757	222	727	21
Future Volume (vph)	416	1237	251	646	1079	463	242	1266	757	222	727	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Storage Length (ft)	445		595	660		470	595		480	560		61
Storage Lanes	2		1	2		1	2		1	2		
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	158
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	158
Right Turn on Red			Yes			No			No			N
Satd. Flow (RTOR)			41									
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1663			2007			1240			1332	
Travel Time (s)		25.2			30.4			18.8			20.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.9
Shared Lane Traffic (%)			12.61								-	
Lane Group Flow (vph)	447	1330	270	695	1160	498	260	1361	\$14	239	782	22
Tum Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	Free	Prot	NA	Fre
Protected Phases	7	4	5	3	8	-2-	5	2	-	1	6	-
Permitted Phases			4			Free			Free		17.0	Fre
Total Split (s)	17.0	45.0	27.0	41.0	69.0		27.0	48.0		26.0	47.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	450.4	4.5	4.5	450.4	4.5	4.5	450
Act Effct Green (s)	30.4	40.6	61.9	34.0	44.2	152.1	16.8	43.6	152.1	15.9	42.7	152
Actuated g/C Ratio	0.20	0.27	0.41	0.22	0.29	1.00	0.11	0.29	1.00	0.10	0.28	1.0
wc Ratio Control Delay	0.65 62.3	0.98	0.40 29.1	0.91 73.8	0.78 53.6	0.31 0.5	0.69 75.2	0.93 65.4	0.51 1.2	0.67 75.4	0.55 48.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.9	0
que de Delaγ Total Delaγ	62.3	75.3	29.1	73.8	53.6	0.5	75.2	65.4	1.2	75.4	48.9	0
LOS	62.5 E	70.0 E	23.1 C	70.0 E	00.0 D	A	70.2 E	60.4 E	1.2 A	70.4 E	40.9 D	v
Approach Delay	- E -	66.4	U	E	48.3	~	E	45.0	~	E	45.1	
Approach LOS		E			40.0 D			40.0 D			40.1 D	
Queue Length 50th (ft)	213	494	164	349	397	0	132	496	0	121	249	
Queue Length 95th (ft)	#829	#636	245	#463	435	ŏ	181	#623	ŏ	169	308	
Internal Link Dist (ft)	NOLO	1583	240	11100	1927	*	1.41	1160	*	100	1252	
Tum Bay Length (ft)	445		595	660	TOLI	470	595		480	560	1202	61
Base Capacity (vph)	685	1356	726	825	2160	1583	508	1457	1583	486	1427	158
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.65	0.98	0.37	0.84	0.54	0.31	0.51	0.93	0.51	0.49	0.55	0.1
ntersection Summarv												
Storage Cap Reductn Reduced v/c Ratio Intersection Summary Area Type:												

Intersection Cap	te-Frank Rd & Pine Ri acity Utilization \$8.1%	ICU Level of Servi	ce E	
Analysis Period	(min) 16 tile volume exceeds capacity, qu			
Queue showr	n is maximum after two cycles.	ueue may be longer.		
Splits and Phase	es: 1: Goodlette-Frank Rd & I	Pine Ridge Rd		
Ø1	¶ø₂	√ Ø3	₩04	
26 s	48 s	41 s	45 s	≯ _{∅7}
3 Ø5 27 s	♥ Ø6 47 s	Ø8		Ø7 17 s
PRR & GEP Int	- 2022 Backgr w - PM Pk Hr 06	ზყბექგ Baseline		Synchro 9 Repor

				d								
	1		\mathbf{v}	4	t	•	•	1	1	\mathbf{F}	Į.	ł
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	S
Lane Configurations	ካካ	***	1	ካካ	***	7	ሻሻ	***	1	ካካ	***	
Traffic Volume (vph)	451	1237	251	675	1094	463	242	1318	757	251	741	2
Future Volume (vph)	451	1237	251	675	1094	463	242	1318	757	251	741	2
Ideal Flow (vphpl)	1900	1900	1 900	1900	1900	1900	1900	1900	1900	1900	1900	19
Storage Length (ft)	445		595	660		470	595		480	560		6
Storage Lanes	2		1	2		1	2		1	2		
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	15
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	15
Right Turn on Red			Yes			No			No			1
Satd. Flow (RTOR)			41									
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1663			2007			1240			1332	
Travel Time (s)		25.2			30.4			18.8			20.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.3
Shared Lane Traffic (%)												
Lane Group Flow (wph)	485	1330	270	726	1176	498	260	1417	814	270	797	2
Tum Type	Prot	NA		Prot	NA	Free	Prot	NA	Free	Prot	NA	Fr
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			Free	-	_	Free			Fre
Total Split (s)	17.0	46.0	27.0	41.0	70.0		27.0	49.0	1100	24.0	46.0	
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)	30.9	41.5	63.1	35.4	45.9	156.4	17.1	44.5	156.4	17.0	44.4	156
Actuated g/C Ratio	0.20	0.27	0.40	0.23	0.29	1.00	0.11	0.28	1.00	0.11	0.28	1.0
v/c Ratio	0.71	0.99	0.41	0.94	0.79	0.31	0.70	0.98	0.51	0.73	0.55	0.1
Control Delay	65.9	77.9	29.9	79.2	54.7	0.5	77.4	74.2	1.2	79.4	49.9	0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	õ
Total Delay	65.9	77.9	29.9	79.2	54.7	0.5	77.4	74.2	1.2	79.4	49.9	õ
LOS	E	E	C	E	D	A	E	E	A	E	40.0 D	~
Approach Delay	- L	68.9	U	L	50.9	~	L	50.7	0	L	46.7	
Approach LOS		00.5 E			00.9 D			D			40.7 D	
Queue Length 50th (ft)	243	507	169	381	412	0	136	538	0	141	257	
Queue Length 95th (ft)	#877	#630	243	#503	412	0	182	#661	0	192	317	
Internal Link Dist (ft)	1011	1583	240	1000	1927	V	102	1160	V	192	1252	
Tum Bay Length (ft)	445	1000	595	660	1327	470	595	1100	480	560	1202	6
Base Capacity (vph)	445 679	1350	717	802	2131	1583	494	1448	460	428	1443	15
Starvation Cap Reductn	0/9	1350	0	0	2131	1000	494	1440	1000	420	1443	10
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.71	0.99	0.38	0.91	0.55	0.31	0.53	0.98	0.51	0.63	0.55	0.1
Reduced MC Rallo	0.71	0.99	0.00	0.91	0.00	0.51	0.55	0.96	0.01	0.03	0.00	Ο.
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 15 Control Type: Actuated-Ur												

2022 Peak Season – Background with Project Traffic – PM Peak Hour

PRR & GFR Int - 2022 Backgr w PJ - PM Pk Hr 06/29/2018 Baseline

Synchro 9 Report Page 1

	e-Frank Rd & Pine Ri		r san	07/01/201
Analysis Period	acity Utilization 90.8% (min) 15	ICU Level of Servic	ce E	
# 95th percent	ile volume exceeds capacity, qu n is maximum after two cycles.	eue may be longer.		
	es: 1: Goodlette-Frank Rd & P	2	3	
Ø1	Ø2 49 s	✓ Ø3 41s	₩ 46 s	
\$ Ø5	↓ Ø6	4 −Ø8		∕ ø7
27 s	46 s	70 s		17 s
PRR & GFR Int -	- 2022 Backgr w PJ - PM Pk Hr	06/29/2018 Baseline		Synchro 9 Repor Page :