

**FINAL REPORT**  
**MO 152 & N. PLATTE PURCHASE DRIVE**  
**INTERCHANGE EVALUATION**  
**Kansas City, MO**

PREPARED BY:



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January 2020

FINAL REPORT  
MO 152 & N. PLATTE PURCHASE DRIVE INTERCHANGE EVALUATION  
KANSAS CITY, MO  
JANUARY 2020

 <p>RYAN DAVIS 2019000279</p>	<p>I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Missouri.</p> <p><i>Ryan Davis</i> _____ Ryan Davis, PE, PTOE</p> <p>Date: <u>1/16/20</u></p> <p>License No. 2019000279</p> <p>My renewal date is <b>December 31, 2020</b></p> <p>Pages or sheets covered by this seal: <u>ALL PAGES</u></p>
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## 1.0 INTRODUCTION

The purpose of this report is to document and present the traffic operations analysis for the MO 152 & N. Platte Purchase Drive interchange project. The study's traffic modeling along N. Platte Purchase Drive includes the intersections of N Fountain Hills Drive, the MO 152 westbound ramps, the MO 152 eastbound ramps, and the NW 88<sup>th</sup> Street intersection. The existing conditions for the first four intersections are shown in **Figure 1** on the next page. Local stakeholders included in coordinating the study development were: City of Kansas City Missouri (KCMO), Missouri Department of Transportation (MODOT) and MD Management (the developer). In total there were 6 interchange alternatives analyzed: Diamond, Roundabout, Diverging Diamond Interchange (DDI) – No Access, DDI – Right-in/right-out (RIRO) Access, DDI – Three Quarter (3/4) Access, and DDI – Full Access.

## 2.0 DATA COLLECTION

Prior to beginning the study, vehicle turning movement data at the study intersections was collected to establish existing traffic conditions. This data came from several sources. The first was a study conducted in 2018 for the Tax Increment Financing (TIF) district which included weekday AM and PM peak period volumes for the N. Platte Purchase Drive interchange and Fountain Hills Drive. The next study, conducted in 2017, evaluated the intersection at N. Platte Purchase Drive & NW 88<sup>th</sup> Street and the interchange. This study included trips from Costco and background trips for the PM and Saturday peak periods. Existing traffic volumes along MO 152 were determined using data from the MODOT Transportation Management System (TMS) as seen in **Appendix VII**. Future freeway volume estimates were derived from the Mid-America Regional Council (MARC) planning volumes. The existing and future freeway volumes were balanced to match counts at the N. Platte Purchase Drive interchange ramps. Interchange turning movement counts were collected by Merge Midwest during the Saturday peak hours for this project. This data is shown in **Appendix VII**. This data was adjusted to balance the different collection times among the three study periods as minor volume variations existed due to different collection days. The final balanced base year data is shown together with the trip assignments in **Appendix VI**.

## 3.0 TRIP GENERATION AND DISTRIBUTION

### 3.1 Trip Generation

Trip generation was conducted to estimate future traffic volumes at the N. Platte Purchase Drive interchange. The stakeholders determined that planned developments within a one-mile radius of the interchange would be included for this study. Thirteen separate trip generation zones were identified as shown in **Figure 2**. Eight of these developments were associated with the Platte Purchase TIF district, labeled Project #1 through Project #8 on **Figure 2**. After acquiring master plans for the proposed developments, a trip generation worksheet with projected vehicle traffic was developed as shown in **Appendix I**.



Figure 1: N. Platte Purchase Drive Existing Conditions



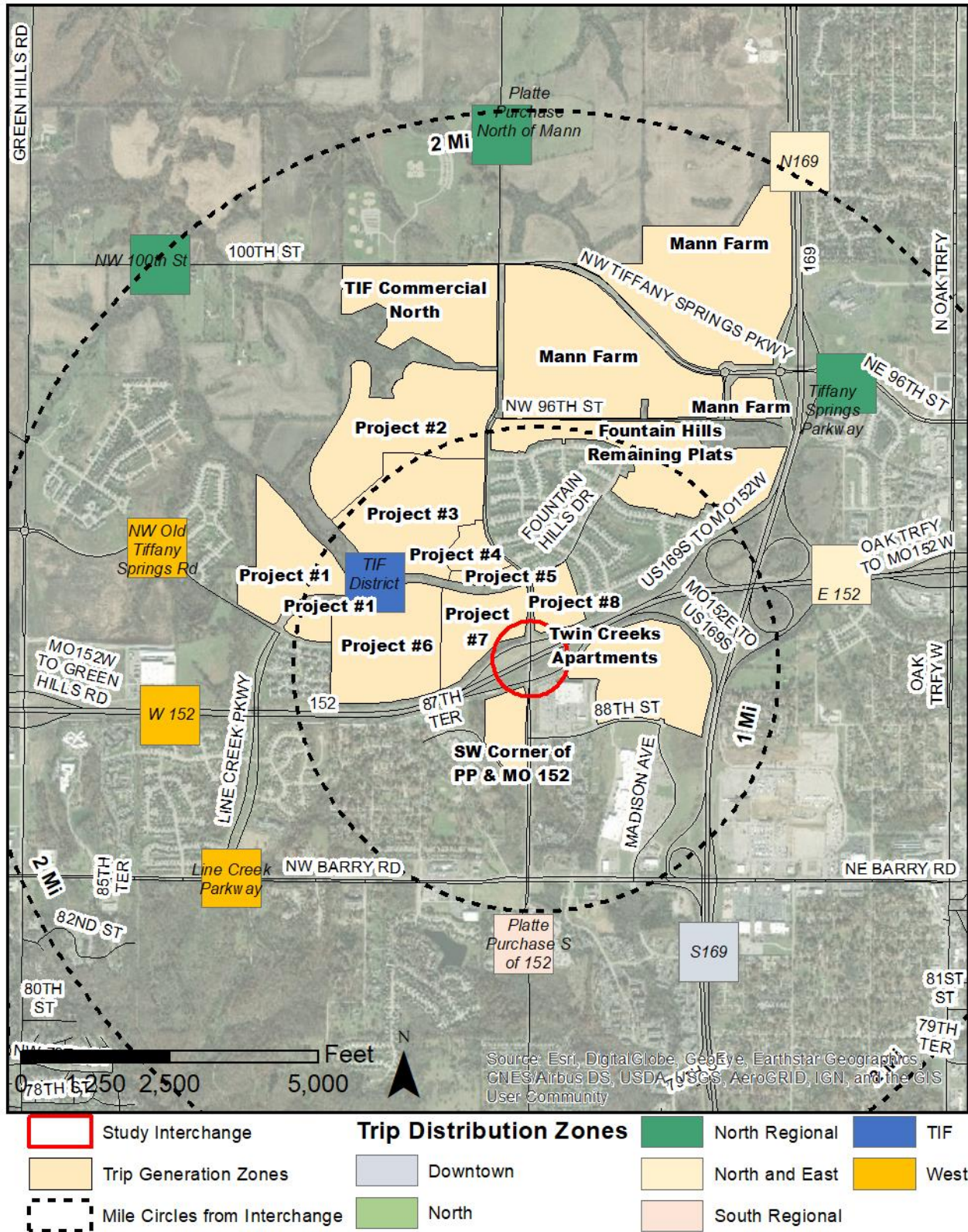


Figure 2: Platte Purchase TIF Trip Generation and Distribution Map

This worksheet established the specific land uses for each zone aligning with uses found in the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 10<sup>th</sup> Edition. Additionally, this handbook guided selection of trip generation rates. Wherever a combination of office, retail or restaurant space was shown for Projects 1-8, the ITE land use "Shopping Center" was used. This was chosen due to the uncertainty of actual land use. Shopping center generated more trips than splitting out restaurants and office space, so it was considered more conservative for PM and Saturday peak periods. More common landuses which would be seen in neighborhood developments such as this would be a range of clinics and small offices which would experience lighter PM and weekend volumes than their more trip intensive shopping center counterparts.

Several additional notes on trip generation. A ten percent factor was applied for projected developments lacking Gross Floor Area (GFA) values. For instance, a 10 acre site (435,600 sq ft) would have an assumed 43.56K GFA of building space. Additionally, while the site plans showed only 12 soccer fields, it was indicated that six of those fields could be split in half for younger teams. This brought the number of soccer fields up to 18 for trip generation purposes. The number of full fields in simultaneous play would not exceed ten since two of the fields will be reserved for the "championship" fields and would remain unused until after peak hours. As a result, although 15 fields would have been a more reasonable value, the 3 extra fields were added as a conservative guarantee that the network performs well even under extreme circumstances.

### 3.2 Trip Distribution

The trip distribution routed vehicles from the trip generation process to various distribution zones also shown in **Figure 2**. **Appendix II** displays a detailed percent distribution from each trip generation zone to distribution zone. These zones represented all likely ways to enter and exit the study area. The various land uses were expected to experience the greatest pull toward US 169 and MO 152 as most trips were related to regional shopping and sports uses. Most trip generation zones were projected to have approximately 60 percent of traffic entering and exiting from those freeways. 20-35 percent of the trips would travel toward a local direction such as N. Platte Purchase Drive south of MO 152 or NW 100<sup>th</sup> Street. 5-20 percent of the traffic was captured within the TIF district. In the case of trip generation zones inside of the TIF including Projects 1-7, the trips were considered part of internal capture and removed from the study network. Other trip generation zones besides Projects 1-7 would direct that percent of traffic to the TIF district. Finally, the pass-by rate was assumed to be zero because N. Platte Purchase Drive had small existing traffic volumes relative to the number of trips generated by the proposed sites. Removing pass-by traffic led to more conservative volume estimates.

### 3.3 Trip Assignment

Trip assignment is a way of translating trip generations and distributions into turning movements. This is done by estimating how vehicles would access the network based on the convenience and geography of the various network directions. A high level summary of total trips and volume of study network trips is shown on the next page in **Table 1**.

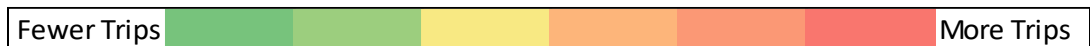
**Table 1** highlights not only the magnitude of entering vehicle volumes but also which projects contributed most to traffic. On the Saturday peak hour there were a cumulative

8,225 projected vehicle trips which would enter and exit the trip generation zones. However, only a little over 50 percent of these vehicle trips would enter the study network itself and the remainder would find additional accesses elsewhere. This proportion of network trips varied substantially among development location. For instance, 82 percent of Project 6 would use the study network vs. only 27 percent for the Mann Farm development. Additionally, among trips entering the study area on Saturday approximately 62 percent of them would come from TIF projects 1-8.

The trip assignment varied based on which access alternative was used for the proposed driveway on N. Platte Purchase Drive to Projects 7 and 8. The RIRO alternative only permits right turns in and right turns out movements, but the Three Quarter Access allows RIRO and left-in but no left-out or sidestreet through movements. Detailed tables in Appendix VI showed the volume breakdowns for each alternative, scenario and trip generation zone.

**Table 1: Trip Generation Volumes by Generator - Full Build**

Trip Generation Zones	AM			PM			Saturday		
	Total Trips	Study Trips	% Study	Total Trips	Study Trips	% Study	Total Trips	Study Trips	% Study
Twin Creeks Apts	209	116	4.2%	270	173	4.8%	286	178	4.2%
Project #1	363	301	10.9%	455	389	10.9%	491	404	9.5%
Project #2	330	171	6.2%	438	209	5.8%	403	202	4.8%
Project #3	1,088	626	22.7%	304	182	5.1%	200	125	2.9%
Project #4	30	11	0.4%	245	86	2.4%	378	132	3.1%
Project #5	45	25	0.9%	171	104	2.9%	202	121	2.9%
Project #6	18	13	0.5%	296	216	6.0%	722	592	14.0%
Project #7	313	235	8.5%	604	453	12.6%	635	444	10.5%
Project #8	563	421	15.3%	781	541	15.1%	856	589	13.9%
TIF North of Creek	394	91	3.3%	936	233	6.5%	1,047	260	6.1%
Mann Farm	1,216	313	11.4%	1,629	438	12.2%	2,306	615	14.5%
Fountain Hills Plats	167	73	2.7%	224	92	2.6%	210	89	2.1%
SW Corner of 152	358	358	13.0%	467	467	13.0%	491	491	11.6%
<b>Total</b>	<b>5,093</b>	<b>2,755</b>	<b>100%</b>	<b>6,819</b>	<b>3,582</b>	<b>100%</b>	<b>8,225</b>	<b>4,242</b>	<b>100%</b>



#### 4.0 ANALYSIS SCENARIOS

This study contained nine scenarios which will be discussed in this section. They are as follows:

1. 2021 AM – Full Build
2. 2021 PM – Full Build
3. 2021 Saturday – Full Build
4. 2031 AM – Partial Build
5. 2031 PM – Partial Build
6. 2031 Saturday – Partial Build
7. 2041 AM – Full Build
8. 2041 PM – Full Build
9. 2041 Saturday – Full Build



#### 4.1 Background Growth Factor

A growth factor of 1.5 percent annual compounding was applied to background traffic for both the local and highway traffic. This value represented a rough average of regional growth as the mature development south of the interchange would likely have stagnant traffic growth. Traffic to the north and west beyond the study area was primarily undeveloped and would likely grow substantially faster than 1.5 percent in the next 20 years. The Mid-America Regional Council (MARC) 2010-2040 traffic projections on MO 152 indicated an annual growth of 2.4 percent in that period. However, the study area already has much of the traffic growth accounted for by the development so 1.5 percent is adequate.

#### 4.2 Development Build-out Assumptions

2021 was chosen as the baseline year because this was the construction of the first anticipated phases of the TIF district development. The 2041 future year was chosen as 20 years was the expected lifespan of the proposed infrastructure.

Traffic volumes in both the 2021 and 2041 scenarios assumed all sites within the study area were fully developed. To be clear, this included the Twin Creeks Master Planned Development (MPD) projects 1-8 as well as all surrounding developments shown in **Appendix I**. This was an additional conservative assumption since approximately half of the TIF residential and commercial parcels were unlikely to be developed until at least 5-10 years in the future. Some parcels would be unlikely to reach full build development until the end of the full 20 year study period. Additionally, the Mann Farm and other more regional developments were even more unclear on their development date. The high school is not planned to be constructed for at least 10 years in the future. These rough assumptions were shown in greater detail in **Appendix III**. In response to the uncertainty surrounding development dates, an intermediate 2031 study year was chosen. Although it included 10 years of background traffic growth, it excluded several developments such as the high school which would not be completed until after 2031. Page 2 of **Appendix I** shows the reduced trip generation for the partial build scenario.

## 5.0 ALTERNATIVES

This study analyzed six different interchange alternatives at MO 152 and N. Platte Purchase Drive. Layouts with further details on the DDI alternatives are found in **Figures 3-6**, alternatives 1 and 2 do not have layouts as they were determined to be unfeasible as shown in **Section 6.1** of this report. The description of the alternatives are as follows:

1. Signalized Diamond Interchange
2. Dual Lane Roundabouts
3. DDI – No Access at Project 7/8
4. DDI – Right-in/Right-Out (RIRO) Access at Project 7/8
5. DDI – Three Quarter Access at Project 7/8
6. DDI – Full Access at Project 7/8

These alternatives were chosen as the most conceptually viable. The configuration of the interchanges were determined based on considerations for traffic operations, safety, existing infrastructure, existing right-of-way and driver familiarity. One of the critical

limiting factors of this interchange was the bridge deck width of 70' 10" along N. Platte Purchase Drive over MO 152. As the bridge is still in good operating condition after being constructed in 1990 with a 2015 rehabilitation, all alternatives were developed assuming no additional deck width would be added. Another consideration for alternatives was how well they could accommodate the addition of a multi-use trail. The diamond alternative would not have space on the existing bridge deck to accommodate two through lanes, a left turn and a trail. The other proposed alternatives would all have space for the trail. Due to the proximity of the Project 7/8 access, none of the alternatives provided pedestrian crossing facilities across N. Platte Purchase Drive at that intersection. This is because it would cause queuing which could potentially spill back into the interchange.

### 5.1 Comparison Between Required Infrastructure

As shown in **Figures 3-6**, there were some differences in the amount of required infrastructure between proposed alternatives. The calculations for auxiliary lanes arbitrarily divided the jurisdiction among agencies and did not reflect final ownership. It was assumed that all lanes added south of the proposed access and surrounding the interchange would belong to MODOT. All lanes along N. Platte Purchase Drive north of the proposed access and along Fountain Hills Drive would belong to KCMO. Finally, all lanes added east and west of N. Platte Purchase Drive for the proposed Project 7/8 Access were assumed to be privately owned. **Table 2** provides a rough summary of auxiliary lane feet per alternative. As a note, the third through lanes along N. Platte Purchase Drive in the Full Access scenario were included as auxiliary lanes.

**Table 2:** Alternative Public Infrastructure Comparison

Alternative	Additional Signals Required	WB 152 Turn Lanes Count		Additional Required Auxiliary Lane-ft		% vs. No Access Scenario
		Left	Right	MODOT	KCMO	
DDI – No	4	2	2	5,950	3,000	+0%
DDI – RIRO	4	2	2	6,150	3,000	+2%
DDI – 3/4	4	2	2	7,000	2,750	+8.5%
DDI – Full	4	2	3	8,000	2,315	+15%

This table shows adding a  access verses no access increased the MODOT auxiliary lane-ft by around 1,000 feet and adding the full Access would increase that number by an additional 1,000 feet. This pavement is being added along N. Platte Purchase Drive One important note is that the required interchange geometry is identical between No Access, RIRO Access and Three Quarter Access. The Full Access alternative adds a third westbound offramp lane and a third northbound and southbound lane between the westbound offramp and Fountain Hills Drive. The Full Access alternative results in the approximately the same amount of KCMO infrastructure due to reductions in the length and number of turn lanes at Fountain Hill Drive. Additionally, The number of signals required is the same for each alternative. Under the No Access and RIRO Access alternatives signals would be required at The Westbound and Eastbound MO 152 Offramps, Fountain Hills Drive and N. Platte Purchase Drive as well as Fountain Hills Drive and a driveway west of N. Platte Purchase Drive. The Three Quarter and Full Access alternatives do not require the signal west of N. Platte Purchase Drive but require a signal at the Project 7/8 Access in addition to the MO 152 Offramps and Fountain Hills Drive.

NOTE: THIS ALTERNATIVE WAS NOT ANALYZED FOR THE MASTER DEVELOPMENT PLAN. SIMILAR TRAFFIC COUNTS TO THE RIGHT IN/RIGHT OUT WERE ASSUMED.

1MCEMCP101KC-PROJECTS190921-00006-DRAWINGS\CIVIL\EXHIBIT\MO 152 & PP INTERCHANGE EVALUATIONS\190921-000 C100 NO ACCESS DWG | DATE: 8/5/2019



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INTERCHANGE EVALUATION  
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MEC PROJECT NUMBER

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NO ACCESS ALTERNATIVE

FIGURE 3

Figure 3: Proposed Layout of No Access Alternative



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RIGHT IN/RIGHT OUT (RIRO)  
ALTERNATIVE

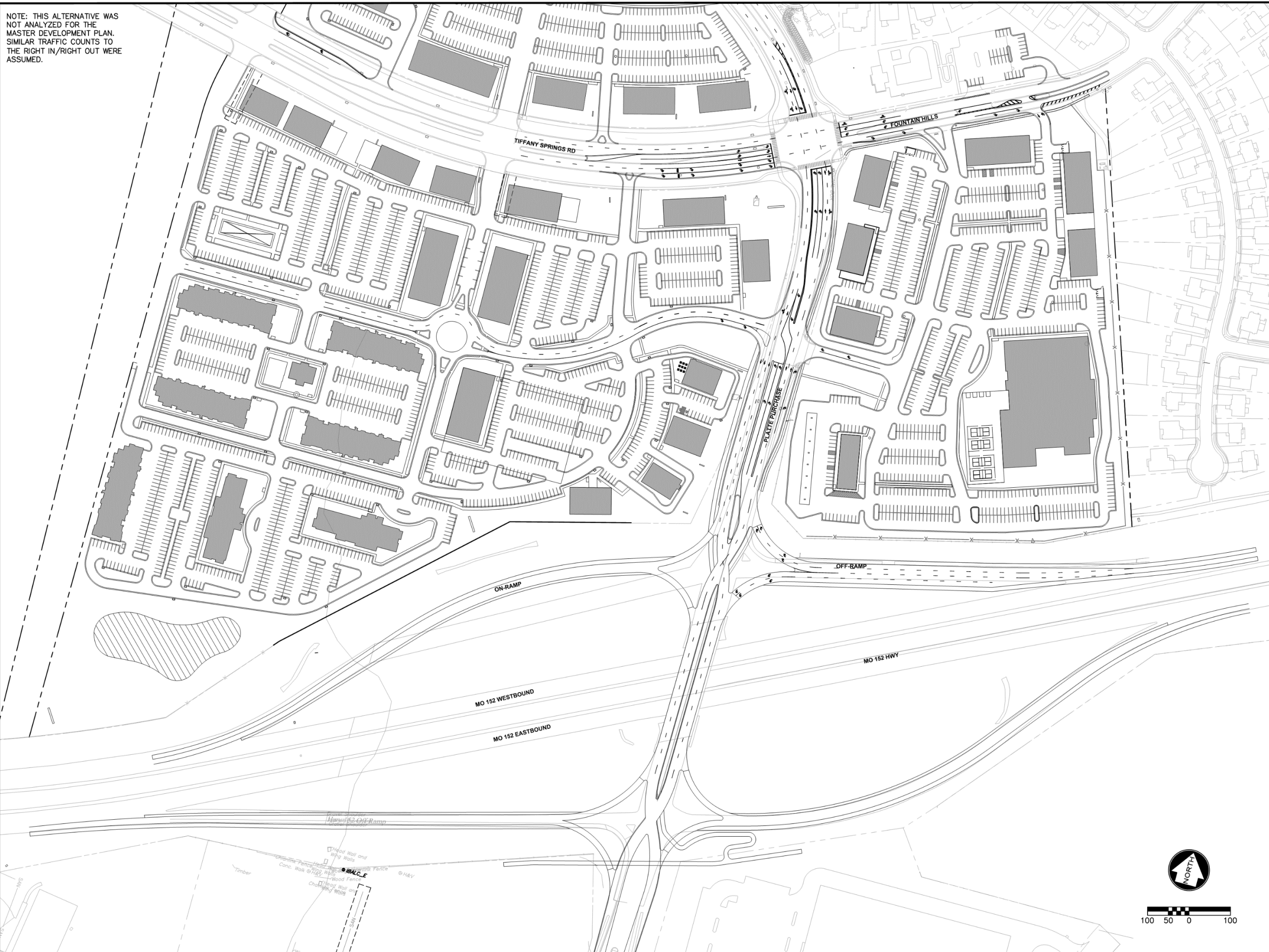
FIGURE 4

Figure 4: Proposed Layout of Right-in/Right-out (RIRO) Access Alternative



NOTE: THIS ALTERNATIVE WAS NOT ANALYZED FOR THE MASTER DEVELOPMENT PLAN. SIMILAR TRAFFIC COUNTS TO THE RIGHT IN/RIGHT OUT WERE ASSUMED.

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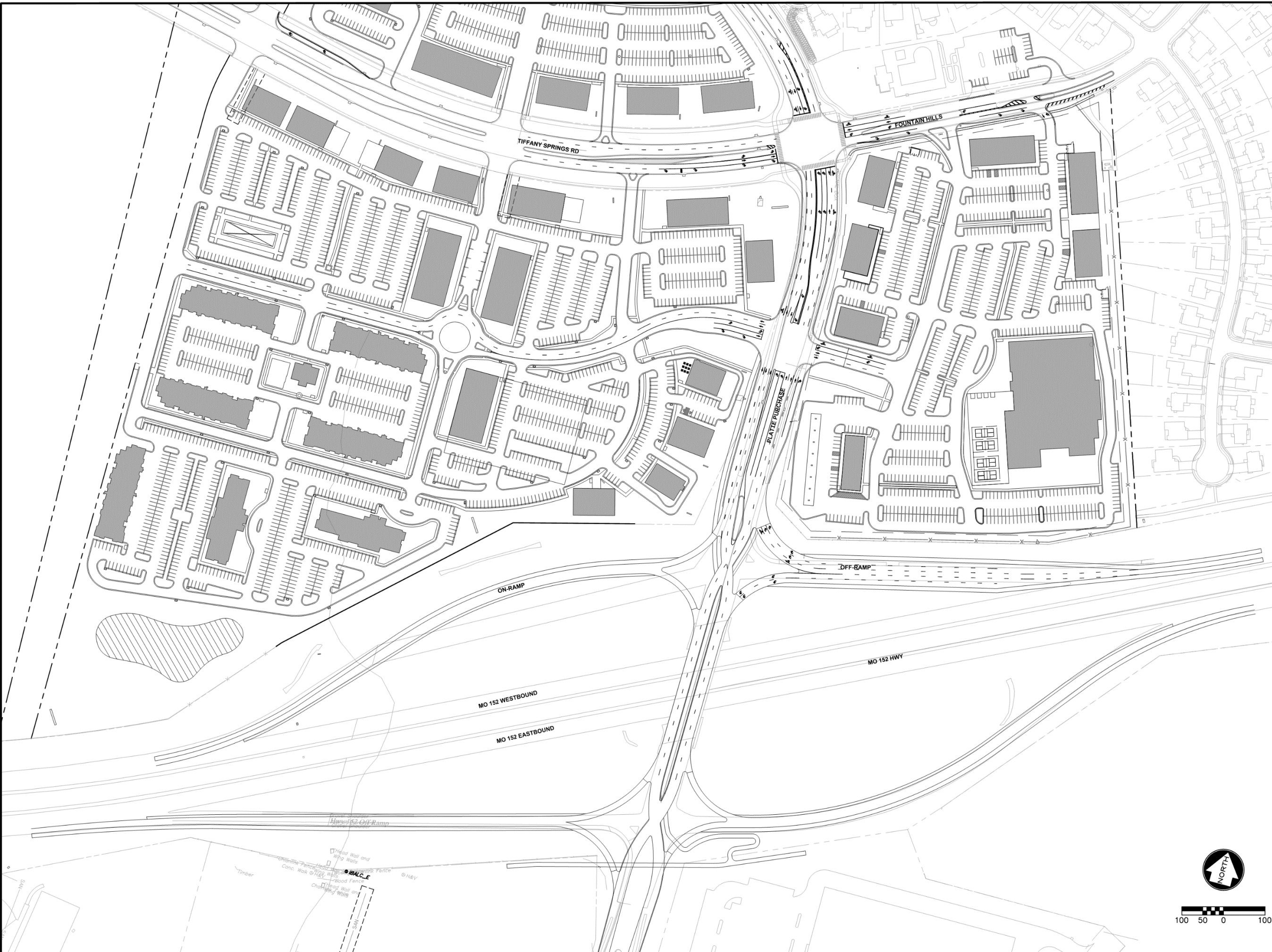
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DDI INTERCHANGE  
THREE QUARTER ACCESS

**FIGURE 5**

Figure 5: Proposed Layout of Three Quarter Access Alternative

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 FULL ACCESS ALTERNATIVE

**FIGURE 6**

Figure 6: Proposed Layout of Full Access Alternative

## 6.0 OPERATIONAL ANALYSIS RESULTS

The outputs of the trip generation, trip distribution, trip assignment and alternative development process created the inputs for the operational analysis process. Traffic operations were modeled using the traffic modeling software VISSIM. This software was used to analyze all the intersections along N. Platte Purchase Drive and observe how they would function together with the proposed interchange alternatives. A total of 48 models were developed from the 6 alternatives and 9 scenarios. Each simulation run began with a 15-minute seeding phase to populate the model and then evaluations were collected for an additional 60 minutes. Each model aggregated the 20 simulation runs to collect Measures of Effectiveness (MOE) which evaluated operational performance. The MOEs included:

- Number of Vehicles
- Vehicle Travel Time
- Vehicle Delay
- Average Queue
- 95<sup>th</sup> Percentile Queue
- Max Queue

### 6.1 Initial Alternative Elimination

Several key limitations of the diamond and roundabout alternatives surfaced quickly during preliminary analysis. The roundabout option emerged as an unfeasible interchange exit ramp alternative. The traffic operations reached failure conditions due to heavy volumes along N. Platte Purchase Drive that exceeded the capacity of the proposed dual-lane roundabouts. Simulated queuing from the exit ramp intersection also backed to the MO 152 mainline in both eastbound and westbound directions. The diamond alternative also failed to meet traffic demands. The critical limiting factor for the diamond was the southbound left movement from N. Platte Purchase Drive to the EB MO 152 on-ramp. Peak vehicle demand could not be served and resulted in excessive queuing as shown in **Appendix IV**. As a result, the remainder of the analysis focused solely on the DDI alternatives.

### 6.2 Intersection Evaluation Results

A summary of the evaluation results for each intersection are shown in **Table 3**. The analysis indicated several high level patterns between alternatives. First, regardless of alternative or scenario most intersections in the study operated at a LOS C or better. The exceptions to this were the diamond alternative which experienced prevalent failure conditions across scenarios. Additionally, the WB MO 152 exit ramp experienced LOS D for the 2041 PM scenario under all alternatives except for the Full Access which narrowly fell into LOS C and the diamond which was LOS E. From a delay standpoint there were only marginal differences between the various DDI alternatives. Fountain Hills Drive tended to have relatively worse levels of service under the No Access and RIRO alternatives compared to the Three Quarter and Full Access alternatives.

A more detailed movement level analysis is shown in **Appendix IV**. This analysis showed the MOEs for each specific intersection movement and allowed a comparison across the alternatives and scenarios. This information is represented graphically in **Appendix V**.

**Table 3: Intersection Operations Summary**

Intersection	Alternative	Average Travel Time (sec)									Average Vehicle Delay (sec)									LOS Values								
		21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK	21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK	21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK
Fountain Hills Dr.	Diamond	53	51	60				52	58	86	26	25	33				25	32	59	C	C	C				C	C	E
	DDI - No Access	49	52	51	47	50	49	50	52	53	26	31	30	24	30	28	27	32	31	C	C	C	C	C	C	C	C	C
	DDI - RIRO	48	53	54	47	52	52	50	54	55	25	31	31	23	30	29	27	32	32	C	C	C	C	C	C	C	C	C
	DDI - 3/4 Access	50	46	49	49	45	48	51	46	49	27	25	27	25	24	26	28	25	27	C	C	C	C	C	C	C	C	C
	DDI - Full Access	47	44	48	44	42	47	47	44	48	25	24	28	22	22	26	26	25	27	C	C	C	C	C	C	C	C	C
Project 6/7/8 Access	Diamond																											
	DDI - No Access	10	9	10	9	9	9	10	10	10	1	1	1	1	1	1	1	2	2	A	A	A	A	A	A	A	A	A
	DDI - RIRO	9	9	10	9	9	10	13	10	11	1	1	2	1	1	2	4	2	2	A	A	A	A	A	A	A	A	A
	DDI - 3/4 Access	14	17	22	13	16	20	14	17	22	5	7	11	4	7	10	5	7	12	A	A	B	A	A	A	A	A	B
	DDI - Full Access	24	25	35	25	24	33	24	26	31	15	15	24	15	14	22	15	16	20	B	B	C	B	B	C	B	B	C
WB MO 152	Diamond	51	56	93				57	74	142	25	31	67				31	49	116	C	C	E				C	D	F
	DDI - No Access	56	59	54	56	57	53	57	63	58	29	33	28	29	32	27	30	37	31	C	C	C	C	C	C	C	D	C
	DDI - RIRO	53	53	56	52	53	55	52	63	62	26	27	29	25	27	29	25	37	35	C	C	C	C	C	C	C	D	C
	DDI - 3/4 Access	55	60	53	56	60	52	56	62	57	28	34	27	29	34	26	29	36	31	C	C	C	C	C	C	C	D	C
	DDI - Full Access	47	50	55	47	51	55	49	61	55	20	24	29	20	25	29	22	34	28	C	C	C	C	C	C	C	C	C
EB MO 152	Diamond	56	61	94				61	90	176	27	34	66				32	62	148	C	C	E				C	E	F
	DDI - No Access	59	60	56	57	57	55	59	62	60	30	32	28	29	29	27	31	34	32	C	C	C	C	C	C	C	C	C
	DDI - RIRO	56	54	58	55	53	57	61	63	63	27	25	29	26	25	28	32	34	35	C	C	C	C	C	C	C	C	C
	DDI - 3/4 Access	58	61	54	57	62	53	58	62	56	29	33	26	28	34	25	29	34	28	C	C	C	C	C	C	C	C	C
	DDI - Full Access	50	51	59	50	51	58	50	60	53	21	23	30	21	23	30	21	32	25	C	C	C	C	C	C	C	C	C
NW 88th St.	Diamond	32	41	39				32	37	91	14	24	21				15	19	73	B	C	C				B	B	E
	DDI - No Access	26	34	35	26	34	35	27	35	37	10	18	19	10	18	19	11	19	21	B	B	B	B	B	B	B	B	C
	DDI - RIRO	27	34	36	27	34	36	29	36	38	11	18	20	11	18	20	13	19	22	B	B	B	B	B	C	B	B	C
	DDI - 3/4 Access	26	34	36	26	34	36	27	35	38	10	18	20	10	18	20	11	19	22	B	B	C	A	B	C	B	B	C
	DDI - Full Access	30	33	36	30	33	37	33	37	38	14	17	20	14	17	20	17	21	22	B	B	C	B	B	C	B	C	C



### 6.3 Route Travel Time Evaluation Results

Another measure of the effectiveness between alternatives is to compare the travel time routes on a point to point basis. Instead of measuring queuing or delay, this method simply measures how much time is necessary to travel a route from point A to point B. **Table 4** shows several common paths which vehicles may choose between various destinations. These routes were chosen as they represent existing travel patterns and some of the heavier corridor movements on the network.

The DDI alternatives did not experience more than a ten second difference between travel times for each year when averaged across the AM, PM and Saturday scenarios except for several limited cases. Some individual time of day scenarios may have become significantly longer or shorter than their alternatives, however. There were unsubstantial differences between the 2021, 2031 and 2041 travel times. Some cases may have experienced a 10% increase in travel times, but most kept the same travel time from year to year. The Three Quarter Access alternative tended to be either the shortest or among the shortest travel times. This was a result of the northbound through vehicles never experiencing stop conditions. The westbound movement at the access intersection was light enough that that signal did not change phases against the northbound movement. This created free-flow conditions for vehicles driving away from the interchange

### 6.4 Resilience Testing

In addition to the previously mentioned analysis methods, a final round of simulation tests were run to model the effect of unexpected traffic disturbances on the network. One of the tests was applying a lane closure on one of the northbound left turn lanes at Fountain Hills Drive and N. Platte Purchase Drive to both Full Access and RIRO access alternatives. This was done to simulate a potential upstream or downstream crash at the intersection impacting a single lane. This showed the vehicle Queue for the RIRO alternative backed up to the highway after 18 minutes of simulation time versus 32 minutes for the Full Access scenario. Increasing the time to failure could give first responders enough time to clear the crash without dangerously long queues forming. The Full Access performs better under closure conditions at Fountain Hills Drive because the northbound left turn lanes at the Project 7/8 Access provides a way to relieve pressure from that intersection. This same benefit is also enjoyed by the Three Quarter Access.

### 6.5 Queuing Results

While travel time and delay were important in identifying how long various alternatives can carry vehicles from point A to point B, they do not indicate if the infrastructure could physically handle the number of vehicles. This is where the identification of both 95% and maximum vehicle queueing begins. These queuing values were the aggregation of the 20 scenario runs as compiled by the VISSIM software. Queues were collected in two-minute intervals throughout the simulation period. Therefore, in plain terms this queuing represented the maximum queue that would not be statistically exceeded in 95% of the intervals or 1 in 20 times. The maximum queue, by contrast, indicated the longest value among any of the two-minute intervals in any of the 20 study periods.

Each intersection contained its own limitations for queuing and will therefore be discussed individually. All queuing values may be found in **Appendix IV** and **Appendix V**. A summary of available queue storage lengths, 95<sup>th</sup> percentile queue and max queue can be found in **Table 5**.

**Table 4: Route Travel Time Evaluations (Average Seconds per Vehicle)**

Route	Alt/Scenario	Full Build				Partial Build				Full Build			
		21 AM	21 PM	21 SAT	Avg	31 AM	31 PM	31 SAT	Avg	41 AM	41 PM	41 SAT	Avg
Southbound PP (Fountain Hills to NW 88th)	Diamond	126	142	182	150					131	202	246	193
	DDI - No Access	157	177	157	164	154	172	154	160	155	178	170	168
	DDI RIRO	149	163	155	156	146	162	151	153	144	169	163	159
	DDI - 3/4 Access	157	190	132	160	154	192	128	158	156	186	137	160
	DDI Full	148	132	170	150	145	127	163	145	153	198	149	167
Northbound PP (NW 88th to Fountain Hills)	Diamond	160	152	168	160					159	153	335	216
	DDI - No Access	128	151	144	141	123	143	141	136	133	165	154	151
	DDI RIRO	129	143	145	139	123	143	143	136	128	164	159	150
	DDI - 3/4 Access	126	123	138	129	121	121	136	126	131	136	146	138
	DDI Full	119	140	162	140	114	138	162	138	123	142	154	140
Existing Fountain Hills to Eastbound MO 152	Diamond	130	164	247	180					138	261	282	227
	DDI - No Access	149	135	132	138	145	133	132	137	154	137	138	143
	DDI RIRO	140	136	150	142	142	134	149	142	165	154	159	159
	DDI - 3/4 Access	148	138	132	140	148	142	132	141	156	139	135	143
	DDI Full	137	141	160	146	140	143	155	146	137	157	154	149
Eastbound MO 152 to Existing Fountain Hills	Diamond	97	101	153	117					94	140	529	254
	DDI - No Access	84	110	102	99	80	107	99	95	87	119	112	106
	DDI RIRO	84	100	105	96	79	99	101	93	79	113	123	105
	DDI - 3/4 Access	82	96	106	95	79	93	106	92	84	105	109	99
	DDI Full	82	105	127	105	80	104	127	103	86	107	114	102
Existing Fountain Hills to Westbound MO 152	Diamond	91	104	120	105					93	118	132	114
	DDI - No Access	114	103	113	110	82	69	70	74	121	116	130	122
	DDI RIRO	96	99	107	101	96	99	107	101	101	105	111	105
	DDI - 3/4 Access	106	93	100	100	104	93	100	99	114	94	101	103
	DDI Full	101	113	120	112	101	116	117	111	102	114	125	114
Westbound MO 152 to Existing Fountain Hills	Diamond	61	74	93	76					59	85	83	76
	DDI - No Access	54	80	67	67	54	82	66	67	56	84	68	69
	DDI RIRO	56	72	65	64	53	73	66	64	59	78	68	68
	DDI - 3/4 Access	53	67	53	58	53	68	52	58	54	71	54	59
	DDI Full	63	59	71	64	67	57	71	65	66	83	57	69



Table 5: Vehicle Queue Lengths Between Alternatives (ft) (Maximum of All Scenarios)

Alternative		Diamond			No Access			RIRO Access			3/4 Access			Full Access			
Intersection	Turn	Prov Que	95%	Max	Prov Que	95%	Max	Prov Que	95%	Max	Prov Que	95%	Max	Prov Que	95%	Max	
N. Platte Purchase Drive & Fountain Hills Drive	WBL	275		220	375	421	455	375	252	355	375	400	649	375	422	483	
	WBR	275		198	275	229	330	275	227	311	275	225	274	275	101	150	
	WBT	275		171	275	229	330	275	199	283	275	225	274	275	101	150	
	NBL	385		294	385	372	531	440	344	507	215	338	437	215	281	431	
	NBR	875		297	875	736	808	390	449	605	390	337	440	390	40	40	
	NBT	875		261	875	734	806	390	415	571	390	335	437	390	379	464	
	EBL	175		192	175	170	207	175	216	255	175	172	235	175	385	447	
	EBR	270		1324	270	219	360	270	175	236	270	138	169	270	409	515	
	EBT	340		188	340	224	246	340	194	273	340	188	266	340	127	209	
	SBL	130		128	130	454	512	130	137	272	130	217	303	130	217	281	
	SBR	510		798	510	878	884	510	550	848	510	432	491	510	443	518	
SBT	510		784	510	879	885	510	517	815	510	433	492	510	436	512		
N. Platte Purchase Drive & Project 7/8 Access	WBL													200	231	376	
	WBR							200	111	154	200	63	99	200	107	164	
	WBT													200	107	164	
	NBL										255	181	256	255	186	291	
	NBR										150	0	20	150	148	227	
	NBT										320	0	0	320	232	286	
	EBL													120	103	181	
	EBR											225	474	527	225	242	327
	EBT													225	104	139	
	SBR											90	52	79	90	62	99
SBT											350	311	513	350	355	470	
N. Platte Purchase Drive & Purchase Drive & WB MO 152	WBL	1040		1040	1040	370	577	1040	295	774	1040	354	463	1040	259	282	
	WBR	1040		1058	1040	1046	1049	1040	341	741	1040	529	774	1040	251	310	
	NBL	250		680	430	448	514	430	661	670	430	587	651	430	579	652	
	NBT	570		229	520	589	656	520	661	670	520	587	651	520	579	652	
	SBR	160		537	890	687	895	890	730	849	425	485	486	425	484	495	
	SBT	890		1109	890	766	975	890	830	933	425	565	583	425	563	574	
N. Platte Purchase Drive & Purchase Drive & EB MO 152	NBR	145		986	820	202	285	820	0	0	820	295	397	820	380	416	
	NBT	790		980	820	464	547	820	440	581	820	605	706	820	644	781	
	EBL	450		1669	845	380	469	845	513	732	845	343	620	845	364	600	
	EBR	445		1668	835	330	477	835	375	621	835	459	534	835	377	525	
	SBL	230		651	390	516	534	390	551	553	390	465	516	390	316	516	
	SBT	530		272	530	665	683	530	711	713	530	615	666	530	466	666	
N. Platte Purchase Drive & NW 88th St	WBL	230		166	230	199	227	230	195	230	230	188	208	230	198	218	
	WBR	230		655	230	604	615	230	136	192	230	137	267	230	142	293	
	WBT	230		0	230	0	0	230	0	0	230	0	0	230	0	0	
	NBL	190		90	190	59	81	190	106	134	190	61	98	190	149	230	
	NBR	120		76	120	102	147	120	102	144	120	97	147	120	99	147	
	NBT	1000		283	1000	256	307	1000	230	331	1000	237	327	1000	230	327	
	EBL	180		182	180	183	229	180	181	273	180	196	252	180	184	252	
	EBR	180		90	180	123	127	180	103	132	180	99	127	180	99	127	
	EBT	180		90	180	123	127	180	103	132	180	99	127	180	99	127	
	SBL	235		745	235	597	749	235	636	733	235	543	746	235	591	789	
	SBR	870		310	870	286	357	870	296	389	870	314	463	870	328	419	
	SBT	870		310	870	286	357	870	296	389	870	314	463	870	328	419	

Movement Not Applicable Queue Exceeds Storage Capacity



**Fountain Hills Drive and N. Platte Purchase Drive** was an intersection that had substantial queue capacity differences between alternatives as seen on the “Available Storage” column in **Appendix IV**. The critical movement at this intersection was identified as the northbound left movement. It carried a significant number of vehicles to the TIF district and had a limited capacity due to a 20-30 second split time. The 2041 Saturday Peak Hour scenario for the No Access and RIRO alternatives would give a volume to capacity ratio (v/c ratio) of around 0.90. Since a v/c ratio of 1.0 represents failure, this movement was given highest priority. Fountain Hills Drive is approximately 875 feet from the Westbound MO 152 exit ramp and 390 feet from the additional proposed project Access 7/8. None of the alternatives had northbound queuing back from Fountain Hills Drive to the exit ramp. However, the Three Quarter and Full Access alternatives did have northbound max queues extend into the access during the 2041 PM peak hour. The 95<sup>th</sup> percentile queues fell well short of the access. The longest queues at the intersection occurred in the southbound direction, this was due to heavy southbound through and southbound right vehicle movements which pushed the limits of the roadway’s capacity.

**Project 7/8 Access and N. Platte Purchase Drive** saw queuing stop prior to the Westbound MO 152 intersection in the northbound direction. This was the critical movement analyzed at this intersection. If queues exceeded the provided storage length then they would spill back into the busy Westbound MO 152 exit ramp and cause serious delays. An important note about queuing measurements is the Diamond, No Access, and RIRO alternatives queuing was measured from the next adjacent intersection instead of at the access itself as with the Three Quarter and Full Access alternatives.

**MO 152 WB Exit Ramp and N. Platte Purchase Drive** was the busiest intersection in the study area. It experienced significant queuing under all scenarios as a result of high traffic volumes. The only significant difference in queuing between scenarios was along the westbound leg, which experienced queuing half as much as during the Three Quarter and Full Access compared to the No Access and RIRO alternatives.

**MO 152 EB Exit Ramp and N. Platte Purchase Drive** contained the critical movement of the study area. The southbound left at the intersection was expected to carry approximately 800 peak hour vehicles which could only be serviced by a single lane. As a result the intersection was timed to prioritize southbound traffic. While this enabled queues to remain reasonable in the southbound direction, the eastbound and northbound legs experienced long queueing. However, as these queues did not exceed the provided capacity this intersection continued to operate at acceptable conditions under all alternatives.

**NW 88<sup>th</sup> St and N. Platte Purchase Drive** was an intersection which carried limited TIF traffic. As a result it did not experience significant queuing except for its southbound left movement. This intersection should be monitored by the city for future operations issues at the southbound left movement, but it was not expected to negatively impact the interchange.

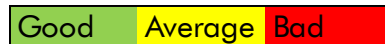
## 7.0 RECOMMENDATIONS

Below in **Table 6** is a matrix which compares various metrics between alternatives based on the following color scheme, a red box indicates poor performance, yellow is average and green is good. The support data for each metric is found in the corresponding report section.

Table 6: Alternatives Comparison Matrix (Good, Average, Bad)

Measure/Alternative	Section	Diamond	Roundabout	Diverging Diamond			
				No Access	RIRO	3/4*	Full
Driver Expectations		Good	Good	Average	Average	Average	Average
Access to Proposed Development		Average	Average	Average	Average	Good	Good
Additional MODOT Infrastructure	5.1	Good	Good	Good	Good	Good	Average
Additional KCMO Infrastructure	5.1	Good	Good	Average	Average	Average	Good
Accommodation of Pedestrian Facilities	5.0	Bad	Average	Average	Average	Average	Average
Overall Vehicle Delay	6.1 & 6.2	Bad	Bad	Good	Good	Good	Average
Travel Time	6.1 & 6.3	Bad	Bad	Average	Average	Good	Average
Resilience of Network to Intersection Movement Closures	6.4	Bad	Bad	Bad	Average	Good	Good
Queuing along Platte Purchase Drive back to WB 152 Exit Ramp	6.5	Bad	Bad	Good	Good	Good	Good
Queuing from MO 152 Exit Ramps to Mainline MO 152	6.5	Bad	Bad	Bad	Average	Average	Good
Queuing at Platte Purchase & Fountain Hills	6.5	Bad	Bad	Bad	Average	Average	Average

\*Preferred Alternative



Comparing these various alternatives, the Diamond and Roundabout alternatives immediately fail due to excessive queuing and vehicle delays. The No Access DDI alternative also immediately fails due to queues extending back to the Westbound MO 152 mainline. The RIRO alternative performs well for delay but has longer travel times due to sidestreet delays at the N. Platte Purchase Drive and Fountain Hills Drive intersection. It also puts more significant pressure on the Fountain Hills Drive intersection to handle most school, shopping and local residential traffic. The Full Access Alternative performed well for delay and best for queueing. The main concern for the Full access alternative was that maximum queues could potentially extend back from the proposed access to the intersection with the MO 152 Exit Ramp. These northbound queues would potentially arise from sidestreet actuations at the Project 7/8 Access. While the maximum queues

from the VISSIM traffic models fall 30 feet short of reaching that crossover point, the risk was perceived as greater than is acceptable by the stakeholders.

The Three Quarter Access alternative balances between the strengths of the RIRO and Full Access alternatives. Because the signal operates under two phase operation for Three Quarter Access vs. the four phase for the Full Access it is able to be more efficient at Access 7/8. The low westbound right turning volumes allow the green phase to remain on the northbound movement and limit queuing . The Three Quarter Access also allows traffic an additional way of entering Project 7 from MO 152. This helps reduce queuing northbound left at Fountain Hills which in turn improves roadway geometry due to shortening the turn lane and improves the resiliency of the network to major incidents such as lane closures due to crashes. Finally, this alternative matched or outperformed the other alternatives for all MOEs and most other metrics.

This interchange study has evaluated numerous design alternatives and build-out scenarios to best estimate future volumes for the surrounding area of N. Platte Purchase Drive and MO 152 Interchange. The study demonstrates that each of the alternatives have their pros and cons. To determine what the preferred configuration should be, a comprehensive evaluation of not only analysis results but qualitative benefits and engineering judgement were considered. Conservative assumptions made for traffic volumes of full build-out of surrounding developments follow traffic analysis guidelines but are currently not planned for development soon. The Kansas City Metro has seen a large growth in multi-modal usage in recent years, and studies with long-range plans should proceed carefully when projecting increased vehicular-only movements. Seasonal traffic such as school, sports complex, and theater may have been overly conservative within the above analysis. It is understood that a factor of safety is built into the trip generations, but all factors must be understood with sound engineering judgement.

The study has been prepared in accordance with all traffic analysis guidelines, meets the requirements for level of service and delay, we recommend that N. Platte Purchase Drive and the MO 152 interchange be reconstructed as a diverging diamond interchange, with accommodations for Three Quarter access to Project area 7/8, as conceptually depicted in **Figure 5**. Because the recommendation does not follow MoDOT access management guidelines, it is also recommended that the existing MoDOT right-of-way north of the westbound off-ramp from MO 152 be dedicated to the City of Kansas City, Missouri. In our professional engineering conclusion, the proposed Three Quarter access will provide a safe interchange configuration for the foreseeable future and provides additional benefits not quantitatively measured by the provided analysis. These additional qualitative benefits include separating school traffic from the commercial traffic of Project 6 and 7, separating the residential traffic of Fountain Hills neighborhood from Project 8, and ultimately promoting growth in the Northland Region of the Kansas City Metro Area.

- 8.0 APPENDICES**
- 8.1 Appendix I: Trip Generations**
- 8.2 Appendix II: Trip Distributions**
- 8.3 Appendix III: TIF District Phasing**
- 8.4 Appendix IV: Turning Movement Evaluations**
- 8.5 Appendix V: Movement Level Figures**
- 8.6 Appendix VI: Trip Assignments**
- 8.7 Appendix VII: Turning Movement Vehicle Count Data**



A P P E N D I X









# A P P E N D I X





Twin Creeks Apartments						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	35%	20%	25%	30%	30%	30%
2 Platte Purchase Dr S of 152	5%	10%	10%	5%	5%	5%
3 E 152 / N 169	23%	25%	20%	20%	15%	20%
4 W 152	11%	11%	11%	11%	15%	8%
N Line Creek Pkwy	2%	2%	2%	2%	3%	2%
NW Old Tiffany Springs Rd	2%	2%	2%	2%	2%	1%
5 Tiffany springs Pkwy	1%	1%	2%	2%	4%	3%
NW 100 St	2%	2%	3%	1%	2%	2%
Platte Purchase North of Mann	5%	7%	11%	7%	14%	11%
6 Fountain Hills/ School and Sports	15%	20%	15%	20%	10%	20%
Total	100%	100%	100%	100%	100%	100%

Project #1						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	30%	25%	25%	25%	25%	30%
2 Platte Purchase Dr S of 152	5%	5%	5%	5%	5%	5%
3 N 169	21%	17%	17%	17%	17%	17%
E 152	11%	13%	13%	13%	18%	18%
4 W 152	5%	3%	3%	3%	2%	4%
N Line Creek Pkwy	5%	7%	10%	7%	5%	7%
NW Old Tiffany Springs Rd	7%	5%	4%	5%	3%	5%
5 Tiffany springs Pkwy	3%	5%	5%	4%	4%	2%
NW 100 St	5%	5%	3%	2%	2%	1%
Platte Purchase North of Mann	3%	10%	10%	14%	14%	7%
6 Fountain Hills/ School and Sports	5%	5%	5%	5%	5%	5%
Total	100%	100%	100%	100%	100%	101%

Project #2						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	30%	25%	25%	25%	25%	30%
2 Platte Purchase Dr S of 152	5%	5%	5%	5%	5%	5%
3 N 169	12%	15%	12%	12%	15%	15%
E 152	8%	10%	8%	8%	10%	10%
4 W 152	10%	7%	6%	7%	5%	7%
N Line Creek Pkwy	5%	7%	10%	7%	5%	7%
NW Old Tiffany Springs Rd	2%	2%	2%	2%	1%	2%
5 Tiffany springs Pkwy	3%	5%	5%	4%	4%	2%
NW 100 St	5%	5%	3%	2%	2%	1%
Platte Purchase North of Mann	10%	10%	20%	14%	14%	7%
6 Fountain Hills/ School and Sports	10%	10%	5%	15%	15%	15%
Total	100%	100%	100%	100%	100%	100%

Project #3						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	20%	15%	20%	10%	25%	20%
2 Platte Purchase Dr S of 152	10%	5%	5%	10%	5%	5%
3 N 169	5%	5%	10%	8%	15%	10%
E 152	5%	15%	5%	8%	2%	10%
4 W 152	15%	10%	15%	15%	15%	15%
N Line Creek Pkwy	5%	10%	5%	5%	5%	5%
NW Old Tiffany Springs Rd	5%	7%	5%	5%	5%	5%
5 Tiffany springs Pkwy	10%	8%	10%	10%	5%	10%
NW 100 St	2%	2%	2%	2%	2%	2%
Platte Purchase North of Mann	10%	10%	10%	10%	10%	10%
6 Fountain Hills/ School and Sports	13%	13%	13%	17%	11%	8%
Total	100%	100%	100%	100%	100%	100%

Project #4						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	10%	10%	10%	5%	10%	10%
2 Platte Purchase Dr S of 152	5%	5%	5%	5%	5%	5%
3 E 152	4%	4%	4%	4%	4%	4%
N 169	6%	6%	6%	6%	6%	6%
4 W 152	15%	10%	10%	15%	10%	10%
N Line Creek Pkwy	5%	5%	5%	5%	5%	5%
NW Old Tiffany Springs Rd	10%	5%	5%	10%	5%	5%
5 Tiffany springs Pkwy	3%	5%	5%	5%	5%	5%
NW 100 St	2%	5%	5%	5%	5%	5%
Platte Purchase North of Mann	20%	25%	25%	20%	25%	25%
6 Fountain Hills/ School and Sports	20%	20%	20%	20%	20%	20%
Total	100%	100%	100%	100%	100%	100%

Project #5						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	10%	10%	10%	5%	10%	10%
2 Platte Purchase Dr S of 152	5%	5%	5%	5%	5%	5%
3 E 152	4%	4%	4%	4%	4%	4%
N 169	6%	6%	6%	6%	6%	6%
4 W 152	15%	10%	10%	15%	10%	10%
N Line Creek Pkwy	5%	5%	5%	5%	5%	5%
NW Old Tiffany Springs Rd	10%	5%	5%	10%	5%	5%
5 Tiffany springs Pkwy	3%	5%	5%	5%	5%	5%
NW 100 St	2%	5%	5%	5%	5%	5%
Platte Purchase North of Mann	20%	25%	25%	20%	25%	25%
6 Fountain Hills/ School and Sports	20%	20%	20%	20%	20%	20%
Total	100%	100%	100%	100%	100%	100%

Project #6						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	15%	15%	15%	15%	15%	30%
2 Platte Purchase Dr S of 152	5%	5%	2%	5%	5%	2%
3 E 152	6%	6%	15%	6%	6%	9%
N 169	9%	9%	15%	9%	9%	9%
4 W 152	15%	15%	20%	15%	15%	20%
N Line Creek Pkwy	5%	5%	5%	5%	5%	5%
NW Old Tiffany Springs Rd	3%	3%	3%	3%	3%	3%
5 Tiffany springs Pkwy	5%	5%	5%	5%	5%	5%
NW 100 St	2%	2%	2%	2%	2%	2%
Platte Purchase North of Mann	15%	15%	5%	15%	15%	5%
6 Fountain Hills/ School and Sports	20%	20%	15%	20%	20%	10%
Total	100%	100%	102%	100%	100%	100%

Project #7						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	15%	15%	15%	15%	15%	15%
2 Platte Purchase Dr S of 152	5%	5%	5%	10%	5%	5%
3 E 152	14%	14%	14%	10%	19%	14%
N 169	16%	16%	11%	10%	11%	11%
4 W 152	15%	10%	10%	15%	10%	10%
N Line Creek Pkwy	5%	5%	5%	5%	5%	5%
NW Old Tiffany Springs Rd	10%	5%	5%	10%	5%	5%
5 Tiffany springs Pkwy	3%	5%	5%	5%	5%	5%
NW 100 St	2%	5%	5%	5%	5%	5%
Platte Purchase North of Mann	5%	5%	5%	5%	5%	5%
6 Fountain Hills/ School and Sports	10%	15%	20%	10%	15%	20%
Total	100%	100%	100%	100%	100%	100%

Project #8						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	30%	20%	25%	15%	25%	20%
2 Platte Purchase Dr S of 152	5%	5%	5%	5%	5%	5%
3 E 152/ N 169	20%	20%	20%	20%	25%	25%
4 W 152	16%	16%	11%	19%	11%	12%
N Line Creek Pkwy	2%	2%	2%	4%	2%	2%
NW Old Tiffany Springs Rd	2%	2%	2%	3%	2%	1%
5 Tiffany springs Pkwy	2%	2%	3%	5%	4%	3%
NW 100 St	1%	1%	2%	3%	2%	2%
Platte Purchase North of Mann	7%	7%	11%	18%	14%	11%
6 Fountain Hills/ School and Sports	15%	25%	20%	10%	10%	20%
Total	100%	100%	100%	100%	100%	100%

Mann Farm						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	30%	20%	20%	25%	25%	25%
2 Platte Purchase Dr S of 152	5%	5%	5%	5%	5%	5%
3 E 152/ N 169	20%	20%	25%	20%	20%	25%
4 W 152	10%	15%	7%	11%	10%	10%
N Line Creek Pkwy	5%	10%	5%	5%	5%	3%
NW Old Tiffany Springs Rd	2%	2%	2%	2%	2%	2%
5 Tiffany springs Pkwy	5%	5%	4%	5%	5%	3%
NW 100 St	3%	3%	2%	2%	3%	2%
Platte Purchase North of Mann	10%	10%	15%	15%	15%	10%
6 Fountain Hills/ School and Sports	10%	10%	15%	10%	10%	15%
Total	100%	100%	100%	100%	100%	100%

SW Corner of 152 & PP						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	10%	10%	10%	10%	10%	10%
2 Platte Purchase Dr S of 152	15%	15%	20%	20%	15%	15%
3 E 152	6%	6%	6%	6%	6%	6%
N 169	9%	9%	9%	9%	9%	9%
4 W 152	20%	20%	20%	15%	20%	25%
N Line Creek Pkwy	5%	5%	5%	5%	5%	5%
NW Old Tiffany Springs Rd	5%	5%	5%	5%	5%	5%
5 Tiffany springs Pkwy	5%	5%	3%	5%	5%	3%
NW 100 St	5%	5%	2%	5%	5%	2%
Platte Purchase North of Mann	15%	15%	15%	15%	15%	15%
6 Fountain Hills/ School and Sports	5%	5%	5%	5%	5%	5%
Total	100%	100%	100%	100%	100%	100%

TIF North of Creek						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	30%	20%	20%	25%	25%	25%
2 Platte Purchase Dr S of 152	5%	5%	5%	5%	5%	5%
3 E 152/ N 169	20%	20%	25%	20%	20%	25%
4 W 152	10%	15%	7%	11%	10%	10%
N Line Creek Pkwy	5%	10%	5%	5%	5%	3%
NW Old Tiffany Springs Rd	2%	2%	2%	2%	2%	2%
5 Tiffany springs Pkwy	5%	5%	4%	5%	5%	3%
NW 100 St	3%	3%	2%	2%	3%	2%
Platte Purchase North of Mann	10%	10%	15%	15%	15%	10%
6 Fountain Hills/ School and Sports	10%	10%	15%	10%	10%	15%
Total	100%	100%	100%	100%	100%	100%

Fountains Hills 11th Plat						
Links	Exiting			Entering		
	AM	PM	Weekend	AM	PM	Weekend
1 S 169	30%	25%	25%	25%	25%	30%
2 Platte Purchase Dr S of 152	5%	5%	5%	5%	5%	5%
3 N 169	12%	15%	12%	12%	15%	15%
E 152	8%	10%	8%	8%	10%	10%
4 W 152	10%	7%	6%	7%	5%	7%
N Line Creek Pkwy	5%	7%	10%	7%	5%	7%
NW Old Tiffany Springs Rd	2%	2%	2%	2%	1%	2%
5 Tiffany springs Pkwy	3%	5%	5%	4%	4%	2%
NW 100 St	5%	5%	3%	2%	2%	1%
Platte Purchase North of Mann	10%	10%	20%	14%	14%	7%
6 Fountain Hills/ School and Sports	10%	10%	5%	15%	15%	15%
Total	100%	100%	100%	100%	100%	100%

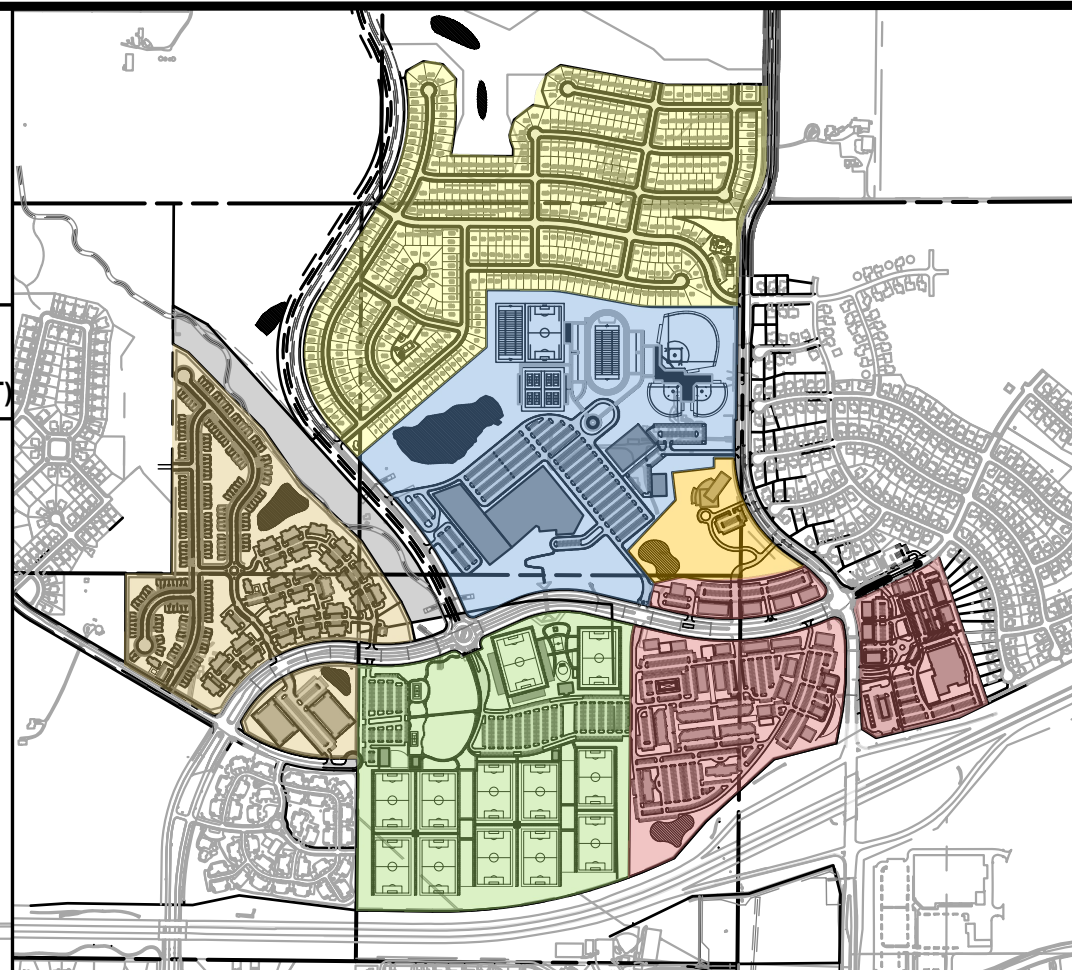
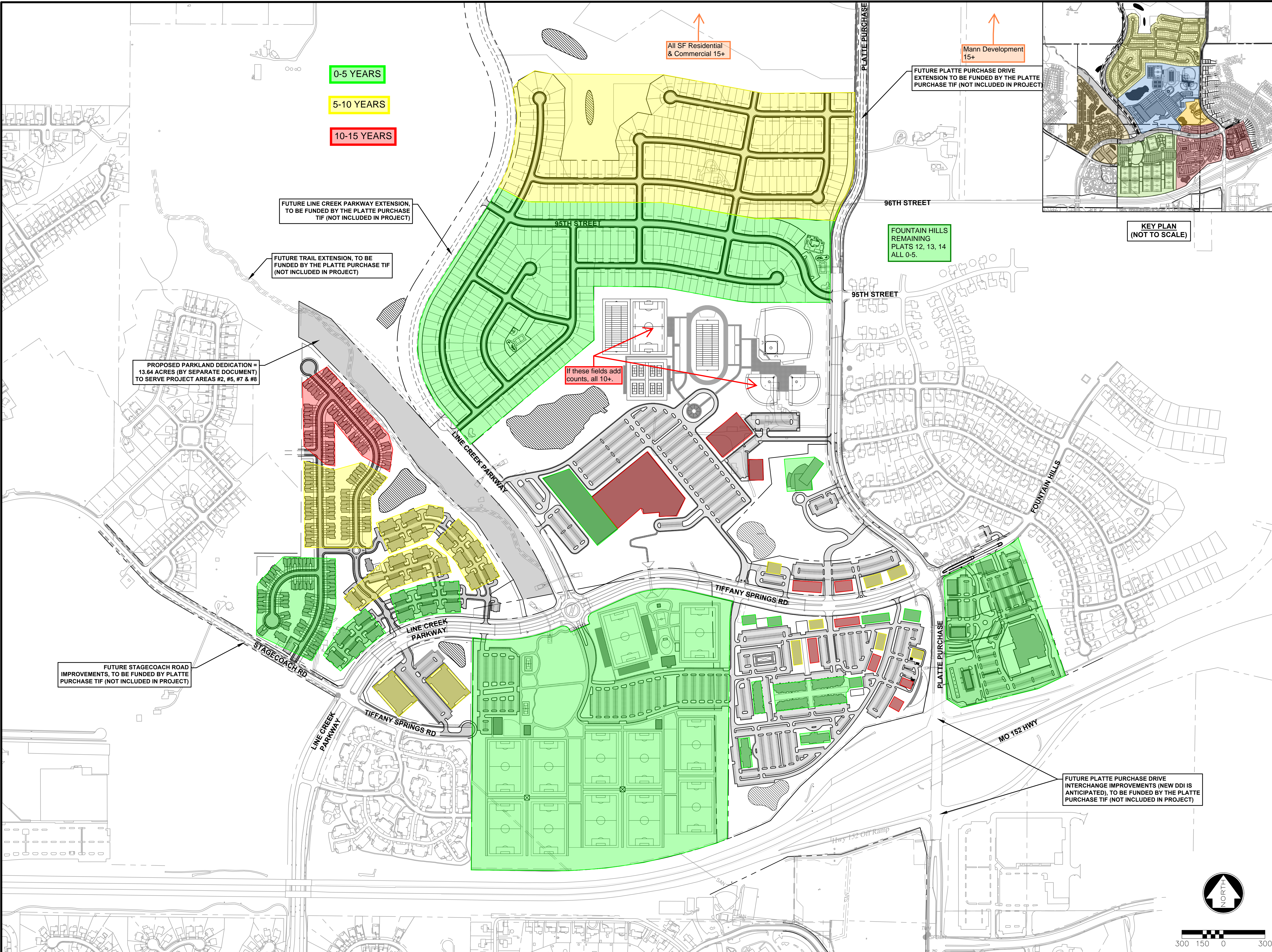


# A P P E N D I X





K:\190921-000\06-DRAWINGS\CIVIL\CONSTRUCTION DOCUMENTS\C100 OVERALL SITE PLAN.DWG | DATE: 05/2019



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 MISSOURI CERTIFICATE OF AUTHORITY NO. E-2005023253  
 EXPIRES: DECEMBER 31, 2019

**TWIN CREEKS VILLAGE  
 MASTER DEVELOPMENT PLAN  
 KANSAS CITY, MISSOURI**

DRAWING ISSUANCE		
MPO SUBMITTAL	10.04.2019	
DRAWING REVISIONS		
NO.	DESCRIPTION	DATE

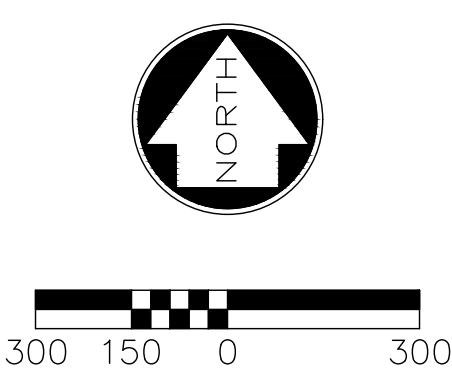
DESIGNED BY  
**PMD**

CHECKED BY  
**MDK**

MEC PROJECT NUMBER  
**190921-000**

**PRELIMINARY  
NOT FOR CONSTRUCTION**

OVERALL SITE PLAN  
**C100**







A P P E N D I X

iv

MOE			Vehicles Per Hour									Average Travel Time (sec)									Average Vehicle Delay (sec)								
Int	Turn	Alt/ Scenario	21	21	21	31	31	31	41	41	41	21	21	21	31	31	31	41	41	41	21	21	21	31	31	31	41	41	41
			AM	PM	WK	AM	PM	WK	AM	PM	WK	AM	PM	W	AM	PM	W	AM	PM	W	AM	PM	W	AM	PM	W	AM	PM	W
Fountain Hills	WBL	Diamond	402	356	353				451	393	386	63	70	77				63	71	75	32	40	47				32	41	45
		DDI - No Access	396	355	351	397	355	352	446	391	385	76	59	60	72	60	60	81	59	61	45	28	29	41	29	29	50	28	30
		DDI - RIRO	397	360	355	396	360	354	447	395	387	69	72	79	69	72	79	67	77	82	38	42	48	38	41	48	37	46	51
		DDI - 3/4 Access	397	357	352	396	357	352	446	392	384	75	61	67	74	61	68	82	61	68	44	30	37	43	30	37	51	30	37
		DDI - Full Access	238	185	181	238	185	182	287	220	214	59	69	62	60	73	63	59	66	71	28	38	31	29	43	32	28	35	41
	WBR	Diamond	15	15	20				16	15	22	49	52	53				48	53	52	19	21	23				18	22	22
		DDI - No Access	40	46	66	40	46	66	41	46	65	54	58	58	53	57	59	53	58	59	22	26	26	21	25	27	21	26	27
		DDI - RIRO	15	15	20	16	14	20	16	15	21	49	53	56	46	52	56	51	55	57	18	23	25	15	21	25	20	25	26
		DDI - 3/4 Access	16	15	23	15	16	23	18	17	24	55	58	64	52	57	62	54	62	62	23	27	33	20	26	30	22	30	30
		DDI - Full Access	15	15	21	15	15	21	18	16	22	46	55	52	44	56	51	43	53	56	15	24	20	13	24	20	11	22	24
	WBT	Diamond	90	123	107				90	125	107	66	66	70				69	66	68	37	37	41				40	38	39
		DDI - No Access	89	126	108	80	123	105	89	125	107	70	69	70	70	69	70	69	68	71	41	40	41	41	40	41	40	39	42
		DDI - RIRO	90	124	107	82	122	105	91	125	107	65	67	69	64	68	70	69	67	68	36	38	40	35	39	41	41	38	39
		DDI - 3/4 Access	91	126	108	82	123	105	90	126	108	70	71	75	70	70	75	71	70	76	41	42	46	42	41	46	42	41	47
		DDI - Full Access	69	81	71	58	77	69	68	79	69	61	69	69	61	70	70	58	70	76	32	41	40	32	41	41	29	41	47
	NBL	Diamond	509	597	716				512	585	620	58	55	58				59	56	57	39	35	38				39	36	37
		DDI - No Access	508	596	745	275	513	662	508	593	743	51	51	51	48	49	47	52	50	51	40	39	39	37	38	35	40	38	40
		DDI - RIRO	505	594	735	278	513	684	506	593	740	47	60	53	46	54	51	49	53	54	35	47	41	34	41	38	36	41	42
		DDI - 3/4 Access	419	395	433	225	323	365	424	391	437	50	50	63	50	50	63	50	50	63	39	39	52	38	38	51	38	38	52
		DDI - Full Access	421	394	437	225	324	365	424	391	438	45	66	65	46	65	63	44	47	70	35	55	55	36	55	52	34	37	59
NBR	Diamond	74	214	122				90	259	123	30	32	31				27	34	34	10	12	11				6	14	13	
	DDI - No Access	222	456	396	229	480	412	237	509	421	21	37	25	21	38	25	21	40	26	9	25	14	9	26	13	9	28	14	
	DDI - RIRO	75	213	124	74	220	135	90	264	148	22	36	23	21	36	23	21	34	24	9	23	10	8	23	10	8	21	11	
	DDI - 3/4 Access	75	214	120	81	222	127	87	273	144	19	26	17	20	26	16	19	28	17	7	14	5	9	14	5	7	16	5	
	DDI - Full Access	77	217	120	82	226	126	90	271	144	16	16	18	17	15	19	18	28	13	5	5	7	6	4	8	7	17	3	
NBT	Diamond	287	709	617				301	780	564	32	32	31				27	33	34	14	13	12				9	14	15	
	DDI - No Access	264	690	594	249	712	611	280	776	621	23	37	25	25	37	24	22	39	25	14	28	15	16	27	15	13	30	16	
	DDI - RIRO	287	711	633	270	739	679	301	793	663	24	36	23	24	37	23	22	33	24	13	26	13	14	26	13	12	23	13	
	DDI - 3/4 Access	285	720	640	265	744	655	302	801	669	21	22	14	23	22	14	21	24	15	12	13	5	14	13	5	12	15	5	
	DDI - Full Access	295	766	710	276	780	721	309	852	741	17	15	22	17	15	23	18	25	14	9	7	13	9	6	14	9	17	6	
EBL	Diamond	123	266	366				124	269	327	62	69	73				62	70	102	30	38	42				31	39	71	
	DDI - No Access	127	278	374	106	236	338	127	278	371	61	57	58	62	56	58	60	56	58	31	27	29	32	27	28	31	27	29	
	DDI - RIRO	123	269	365	104	227	330	123	268	366	59	74	78	59	72	77	62	75	78	28	43	47	28	42	46	31	44	47	
	DDI - 3/4 Access	127	278	373	106	232	338	127	278	373	61	59	66	63	59	66	61	59	66	32	29	37	34	30	36	32	29	36	
	DDI - Full Access	114	222	298	97	191	270	114	222	299	55	66	58	55	65	59	54	60	66	25	37	29	26	36	29	24	31	36	
EBR	Diamond	502	478	676				502	475	583	41	41	52				42	44	151	10	10	20				11	12	120	
	DDI - No Access	497	470	677	377	354	596	497	470	675	40	41	44	39	40	42	41	42	44	12	12	15	10	11	13	12	13	15	
	DDI - RIRO	502	478	681	380	362	601	502	478	680	39	42	41	38	40	40	42	40	41	9	12	11	8	10	10	12	9	11	
	DDI - 3/4 Access	428	291	377	318	222	321	427	291	377	40	42	41	39	40	40	41	42	41	11	13	12	10	12	11	12	13	12	
	DDI - Full Access	433	293	376	319	220	320	432	294	376	48	44	46	42	41	44	53	45	47	20	15	17	14	13	15	24	17	19	
EBT	Diamond	60	90	144				60	91	129	70	67	72				70	69	101	41	37	43				41	40	71	
	DDI - No Access	61	89	141	59	88	141	61	89	144	64	66	66	65	68	67	64	66	66	36	39	38	38	41	40	36	39	39	
	DDI - RIRO	61	91	144	58	90	144	61	91	144	59	69	69	63	70	71	68	70	69	30	40	40	34	41	42	39	41	40	
	DDI - 3/4 Access	63	88	140	60	88	140	63	88	140	64	69	72	65	69	71	64	69	72	36	41	44	37	42	44	36	42	44	
	DDI - Full Access	46	67	91	45	67	91	47	67	91	63	68	65	65	68	66	64	68	68	36	40	37	38	41	39	36	41	41	
SBL	Diamond	75	97	81				76	96	82	90	61	65				50	85	86	59	29	33				19	54	54	
	DDI - No Access	77	99	85	78	99	84	78	99	85	42	74	73	42	69	72	43	74	74	14	46	45	14	41	44	15	46	46	
	DDI - RIRO	75	96	81	77	98	82	75	98	83	42	48	55	41	49	56	48	53	57	13	20	27	13	21	27	19	25	28	
	DDI - 3/4 Access	60	78	67	60	78	67	61	79	68	41	61	60	41	61	62	42	62	62	13	32	32	13	33	34	14	34	33	
	DDI - Full Access	60	78	67	60	78	67	61	79	68	52	50	59	49	50	57	53	58	63	24	22	31	20	22	29	25	29	35	
SBR	Diamond	207	283	384				207	277	381	51	55	76				51	81	98	20	24	45				20	50	67	
	DDI - No Access	205	280	380	158	251	355	206	281	379	48	72	80	44	64	74	49	73	88	20	45	52	16	36	46	21	45	61	
	DDI - RIRO	208	281	384	162	251	358	208	282	385	53	58	72	46	56	66	55	70	74	25	30	44	18	28	38	27	42	46	
	DDI - 3/4 Access	197	241	341	154	212	317	197	240	340	47	52	53	42	49	50	48	52	53	19	24	25	14	21	22	20	24	25	
	DDI - Full Access	199	242	343	153	213	317	198	241	341	53	49	55	48	46	53	55	51	52	25	22	27	20	18	25	27	23	24	
SBT	Diamond	392	489	455				405	495	467	55	56	76			</													

MOE			Vehicles Per Hour									Average Travel Time (sec)									Average Vehicle Delay (sec)								
Int	Turn	Alt/ Scenario	21	21	21	31	31	31	41	41	41	21	21	21	31	31	31	41	41	41	21	21	21	31	31	31	41	41	41
			AM	PM	WK	AM	PM	WK	AM	PM	WK	AM	PM	W	AM	PM	W	AM	PM	W	AM	PM	W	AM	PM	W	AM	PM	W
Project 6/7/8 Access	WBL	DDI - Full Access	160	175	174	160	176	174	160	174	174	54	53	49	54	54	49	54	51	48	39	38	34	39	39	34	39	37	33
		DDI - RIRO	23	29	43	23	29	43	23	29	43	26	43	61	24	42	59	28	56	66	14	31	48	12	30	47	16	44	54
	WBR	DDI - 3/4 Access	22	28	42	22	28	42	22	28	42	23	34	30	21	33	28	25	36	31	10	21	17	8	20	16	12	23	18
		DDI - Full Access	22	27	41	22	27	41	22	27	41	26	35	32	25	34	31	27	37	33	11	20	17	10	20	16	12	22	18
	WBT	DDI Full	20	43	35	20	43	35	20	43	35	47	49	46	46	51	46	47	53	44	36	38	34	35	39	35	35	42	32
	NBL	DDI - 3/4 Access	90	199	314	60	188	301	89	198	313	50	64	58	44	63	58	50	64	58	37	51	45	31	50	45	37	52	45
		DDI Full	90	198	314	59	189	301	90	197	312	57	62	53	55	63	52	57	41	64	46	51	41	43	52	41	45	30	52
	NBR	DDI - RIRO	144	237	263	149	251	290	143	237	264	13	13	13	13	13	13	13	13	13	0	0	0	0	0	0	0	0	0
		DDI - 3/4 Access	145	245	268	144	257	276	142	242	262	13	14	14	13	14	14	13	14	14	1	1	1	1	2	1	1	1	1
		DDI Full	145	246	269	144	256	275	142	242	263	13	13	17	13	13	16	13	13	14	2	2	5	1	2	5	1	2	2
	NBT	DDI - No Access	486	1147	993	480	1193	1022	516	1287	1042	8	8	8	8	9	8	8	9	8	1	1	1	1	2	1	1	2	1
		DDI RIRO	843	1483	1449	599	1437	1456	874	1623	1510	7	8	8	7	8	8	7	8	8	1	1	1	1	1	1	1	1	1
		DDI - 3/4 Access	759	1301	1154	551	1260	1105	791	1437	1207	8	8	8	8	8	8	8	8	8	1	1	1	1	1	1	1	1	1
		DDI Full	761	1297	1152	551	1260	1108	790	1436	1207	13	13	24	13	12	23	12	16	15	5	5	16	6	5	15	5	8	7
	EBL	DDI Full	10	51	73	9	42	66	10	51	73	58	59	53	57	62	55	58	63	54	32	33	26	31	36	28	32	37	28
	EBR	DDI - 3/4 Access	67	179	297	59	136	275	67	179	297	42	44	74	39	40	58	42	45	79	17	19	49	14	15	33	17	20	54
		DDI Full	68	182	300	60	136	276	68	181	300	38	40	42	35	37	40	39	39	42	14	16	18	11	13	16	15	16	18
	EBT	DDI Full	14	21	51	14	22	50	14	21	51	72	69	62	72	73	64	73	73	64	49	47	39	49	50	41	50	50	41
	SBL	DDI - 3/4 Access	18	21	19	18	21	19	18	22	20	18	44	23	16	40	22	18	46	24	4	30	9	3	26	9	5	32	10
		DDI Full	18	21	19	18	21	19	18	22	20	23	32	50	24	31	46	24	42	44	9	18	36	10	17	32	11	28	31
SBR	DDI - 3/4 Access	7	40	40	5	39	37	7	40	39	12	20	13	13	18	13	12	20	13	1	8	1	1	7	2	1	9	1	
	DDI Full	8	41	41	5	39	37	8	40	38	17	14	26	17	14	23	17	14	27	5	3	15	6	3	12	6	3	16	
SBT	DDI - No Access	1291	1315	1483	1144	1185	1397	1353	1365	1533	10	10	11	10	10	11	10	10	11	1	1	2	1	1	2	2	1	2	
	DDI RIRO	1295	1326	1493	1144	1198	1402	1358	1379	1538	10	10	11	10	9	11	16	10	11	1	1	2	1	1	2	7	1	2	
	DDI - 3/4 Access	1224	1138	1187	1084	1054	1120	1284	1186	1234	13	15	15	12	14	14	14	15	15	4	6	6	3	5	6	5	6	6	
	DDI Full	1066	967	1011	928	881	949	1128	1017	1063	25	26	40	24	24	36	25	30	36	16	18	32	16	16	28	17	22	27	
Access	DDI - No Access	1777	2462	2476	1624	2378	2420	1869	2652	2575	10	9	10	9	9	9	10	10	10	1	1	1	1	1	1	1	2	2	
	DDI RIRO	2305	3076	3248	1915	2915	3192	2399	3268	3356	9	9	10	9	9	10	13	10	11	1	1	2	1	1	2	4	2	2	
Int	DDI - 3/4 Access	2331	3149	3320	1943	2983	3175	2419	3330	3414	14	17	22	13	16	20	14	17	22	5	7	11	4	7	10	5	7	12	
	DDI Full	2382	3269	3481	1991	3092	3331	2470	3451	3577	24	25	35	25	24	33	24	26	31	15	15	24	15	14	22	15	16	20	

LOS: A B C D E F

MOE			Vehicles Per Hour									Average Travel Time (sec)									Average Vehicle Delay (sec)								
Int	Turn	Alt/ Scenario	21	21	21	31	31	31	41	41	41	21	21	21	31	31	31	41	41	41	21	21	21	31	31	31	41	41	41
			AM	PM	WK	AM	PM	WK	AM	PM	WK	AM	PM	W	AM	PM	W	AM	PM	W	AM	PM	W	AM	PM	W	AM	PM	W
WB 152 Offramp	WBL	Diamond	123	224	195				146	266	270	62	55	274				64	65	120	34	27	246				36	37	92
		DDI - No Access	182	344	382	186	362	399	225	438	491	81	95	78	79	94	75	83	97	84	47	62	44	46	61	42	49	64	50
		DDI RIRO	181	350	389	191	369	432	223	441	491	90	76	77	86	77	77	67	94	86	57	43	44	53	44	44	34	61	53
		DDI - 3/4 Access	182	343	381	186	361	400	225	437	489	79	78	82	79	79	82	83	82	87	46	45	49	46	45	48	50	48	53
		DDI Full	184	346	385	187	364	400	226	439	491	65	78	70	61	79	71	69	77	85	32	45	38	29	46	38	36	44	52
	WBR	Diamond	462	930	901				476	990	962	30	42	62				32	51	49	12	24	44				14	33	31
		DDI - No Access	457	945	950	336	906	904	475	1006	968	26	34	33	24	35	33	27	35	33	10	18	17	9	19	17	11	19	18
		DDI RIRO	462	932	940	335	898	960	475	995	966	26	28	34	25	28	35	30	36	36	10	13	18	9	13	19	14	20	19
		DDI - 3/4 Access	457	944	951	336	906	904	475	1005	970	26	33	28	24	34	28	27	35	28	10	18	12	9	18	12	11	19	13
		DDI Full	457	946	951	336	904	906	473	1005	970	35	30	29	37	30	29	36	39	29	18	13	12	20	13	12	19	23	12
	NBL	Diamond	270	414	533				347	541	614	102	103	171				119	136	405	73	73	141				90	106	376
		DDI - No Access	209	287	389	213	290	388	271	373	506	52	61	62	49	59	61	55	70	68	18	28	28	15	26	27	21	37	34
		DDI RIRO	211	285	384	211	285	386	269	369	498	51	57	66	48	56	64	63	73	78	17	24	32	14	22	30	29	39	44
		DDI - 3/4 Access	210	287	388	214	287	388	272	371	507	51	56	84	49	55	83	54	67	94	17	23	50	15	22	49	20	33	60
		DDI Full	208	289	389	212	288	388	271	373	508	54	78	89	51	79	88	57	62	91	20	45	55	17	45	54	23	28	57
	NBT	Diamond	527	791	769				545	840	525	60	56	64				62	55	147	34	30	38				36	30	121
		DDI - No Access	537	800	785	419	799	780	546	870	812	66	74	74	60	66	70	70	82	76	36	44	44	29	36	40	40	52	46
		DDI RIRO	526	788	772	412	790	786	543	866	809	66	66	76	60	65	73	71	88	83	35	35	45	29	34	42	40	56	51
		DDI - 3/4 Access	537	800	786	418	800	779	545	871	811	65	61	79	59	59	77	69	69	80	35	31	49	28	29	47	39	39	50
		DDI Full	526	796	785	418	801	778	548	870	810	62	80	79	57	79	79	66	66	82	32	49	49	26	49	48	35	35	52
SBR	Diamond	321	380	349				336	391	335	28	34	43				30	47	58	6	11	20				7	24	35	
	DDI - No Access	324	379	352	284	355	334	338	396	363	17	18	18	17	18	18	17	18	18	1	1	1	1	1	1	1	2	2	
	DDI RIRO	320	379	351	283	356	333	335	396	362	18	18	18	18	18	18	18	18	18	1	1	1	1	1	1	2	2	2	
	DDI - 3/4 Access	325	380	351	285	357	332	338	397	361	18	18	18	18	18	18	18	18	18	1	2	1	1	2	1	1	2	2	
	DDI Full	329	385	355	291	363	341	340	403	368	18	18	20	18	18	20	19	19	19	2	2	3	2	2	3	2	2	2	
SBT	Diamond	978	951	1129				1029	962	1084	48	59	83				53	94	103	19	30	55				24	65	74	
	DDI - No Access	967	940	1129	860	829	1064	1014	970	1171	73	73	58	76	74	57	71	73	63	43	43	28	46	44	27	41	43	32	
	DDI RIRO	972	948	1142	861	842	1069	1021	984	1176	63	69	62	65	70	61	56	68	66	32	39	31	34	40	31	25	38	36	
	DDI - 3/4 Access	967	937	1131	857	833	1063	1014	968	1169	72	97	46	76	101	44	71	91	49	41	66	16	45	71	14	40	61	18	
	DDI Full	965	940	1131	859	831	1060	1014	970	1168	50	38	56	53	38	55	49	87	40	20	7	25	22	7	24	19	57	10	
WB 152 Int.	Diamond	2681	3690	3876				2879	3990	3790	51	56	93				57	74	142	25	31	67				31	49	116	
	DDI - No Access	2677	3695	3987	2298	3541	3868	2869	4051	4311	56	59	54	56	57	53	57	63	58	29	33	28	29	32	27	30	37	31	
	DDI RIRO	2673	3682	3978	2294	3540	3966	2866	4051	4303	53	53	56	52	53	55	52	63	62	26	27	29	25	27	29	25	37	35	
	DDI - 3/4 Access	2678	3691	3989	2295	3544	3867	2869	4050	4307	55	60	53	56	60	52	56	62	57	28	34	27	29	34	26	29	36	31	
	DDI Full	2669	3701	3995	2302	3552	3872	2873	4060	4316	47	50	55	47	51	55	49	61	55	20	24	29	20	25	29	22	34	28	
EB 152 Offramp	NBR	Diamond	188	327	363				237	427	400	40	41	45				44	41	117	18	19	22				22	18	95
		DDI - No Access	187	325	362	186	326	362	238	425	473	25	25	26	25	25	26	25	26	27	2	2	3	2	2	3	2	3	3
		DDI RIRO	188	328	364	189	328	363	238	427	476	25	25	26	25	25	26	25	26	27	2	2	3	2	2	3	2	3	4
		DDI - 3/4 Access	187	324	363	186	325	363	238	424	474	25	25	26	25	25	26	25	26	27	2	2	3	2	2	3	2	2	4
		DDI Full	187	327	363	186	326	363	237	425	474	25	26	26	25	25	26	25	25	27	2	2	3	2	2	3	2	2	3
	NBT	Diamond	449	641	695				511	762	680	60	56	64				62	55	147	34	30	38				36	30	121
		DDI - No Access	451	651	707	402	641	694	515	768	834	66	74	74	60	66	70	70	82	76	36	44	44	29	36	40	40	52	46
		DDI RIRO	451	643	697	401	633	687	513	760	823	66	66	76	60	65	73	71	88	83	35	35	45	29	34	42	40	56	51
		DDI - 3/4 Access	451	653	705	402	640	693	515	770	833	65	61	79	59	59	77	69	69	80	35	31	49	28	29	47	39	39	50
		DDI Full	451	650	705	402	640	693	516	768	834	62	80	79	57	79	79	66	66	82	32	49	49	26	49	48	35	35	52
	EBL	Diamond	160	238	245				165	240	132	67	69	122				67	106	495	36	38	91				36	75	465
		DDI - No Access	296	432	467	229	447	472	302	474	482	56	64	69	51	60	66	58	70	78	25	33	38	20	30	35	27	40	47
		DDI RIRO	287	430	460	223	442	484	299	474	484	55	56	73	51	55	70	50	71	91	23	24	42	19	23	38	18	39	59
		DDI - 3/4 Access	296	432	468	229	445	474	301	472	482	55	62	82	51	59	82	57	69	84	24	32	51	20	28	51	26	39	53
		DDI Full	296	434	467	229	447	474	301	474	481	54	76	85	50	76	85	56	64	86	22	45	54	18	45	54	24	33	54
	EBR	Diamond	130	374	411				165	446	309	27	33	46				28	39	295	7	14	26				8	19	275
		DDI - No Access	131	376	412	139	405	442	163	472	521	23	27	27	23	27	28	23	30	30	4	8	8	4	8	9	5	11	11
		DDI RIRO	130	374	412	140	407	453	165	474	523	23	27	28	23	27	29	25	31	31	4	8	9	4	9	10	6	12	12
		DDI - 3/4 Access	131	377	412	139	406	441	163	474	519	23	27	28	23	27	29	23	29	34	4	8	9	4	8	10	4	10	15
		DDI Full	131	374	412	139	405	442	163	472	519	23	28	29	23	28	30	23	30	34	4	9	10	4	9	11	5	11	15
SBL	Diamond	698	611	779				734	621	743	67	94	169				76												



MOE			Vehicles Per Hour									Average Travel Time (sec)									Average Vehicle Delay (sec)								
Int	Turn	Alt/ Scenario	21	21	21	31	31	31	41	41	41	21	21	21	31	31	31	41	41	41	21	21	21	31	31	31	41	41	41
			AM	PM	WK	AM	PM	WK	AM	PM	WK	AM	PM	W	AM	PM	W	AM	PM	WK	AM	PM	W	AM	PM	W	AM	PM	W
NW 88th St	WBL	Diamond	48	84	114				62	108	114	57	54	53				55	49	92	40	36	36				38	32	74
		DDI - No Access	48	81	111	48	81	111	60	107	147	32	55	54	32	55	54	33	55	52	14	38	36	14	38	36	15	37	35
		DDI RIRO	48	84	114	48	84	114	62	108	147	32	51	53	32	51	54	52	55	52	14	34	36	14	33	37	34	38	34
		DDI - 3/4 Access	48	81	111	48	81	111	60	107	146	32	56	54	31	56	54	33	54	52	14	39	37	14	38	36	15	37	35
		DDI Full	48	81	111	48	81	111	60	107	146	54	55	54	54	55	54	53	55	53	37	38	36	36	38	36	36	37	35
	WBR	Diamond	232	353	561				283	457	537	25	27	26				26	27	179	8	10	9				9	10	162
		DDI - No Access	232	356	564	232	356	563	286	458	731	23	26	25	23	26	25	24	28	27	6	9	8	6	9	8	7	11	10
		DDI RIRO	233	354	561	233	354	560	285	457	731	23	26	26	23	26	25	25	28	27	6	9	9	6	9	8	8	11	10
		DDI - 3/4 Access	232	356	565	232	356	563	286	459	731	23	26	26	23	26	26	23	28	27	6	9	9	6	9	8	6	11	10
		DDI Full	233	357	564	233	356	564	287	459	732	25	26	26	24	26	26	25	28	27	8	9	9	7	9	9	8	11	10
	WBT	Diamond																											
		DDI - No Access																											
		DDI RIRO																											
		DDI - 3/4 Access																											
		DDI Full																											
	NBL	Diamond	51	54	60				51	54	61	33	36	49				34	48	59	11	14	27				12	26	37
		DDI - No Access	56	59	61	57	60	60	57	59	60	23	25	24	23	25	25	23	26	26	2	5	4	3	5	4	3	6	5
		DDI RIRO	51	54	60	52	54	59	51	55	61	33	37	44	33	37	45	36	41	52	13	17	24	12	17	25	16	21	32
		DDI - 3/4 Access	56	59	61	57	60	60	57	59	60	23	25	25	23	25	25	23	26	26	3	5	5	3	5	5	3	6	6
		DDI Full	56	59	61	57	60	60	57	59	60	34	26	25	32	26	25	71	83	56	13	6	4	12	6	5	51	63	36
NBR	Diamond	48	95	97				63	123	130	25	26	28				25	27	32	2	3	5				2	5	10	
	DDI - No Access	43	86	94	42	86	94	57	114	125	24	24	26	24	24	26	24	25	28	3	4	5	3	4	6	3	5	8	
	DDI RIRO	48	95	97	47	94	97	63	123	130	24	25	26	24	25	27	23	25	29	3	4	6	4	4	6	2	5	8	
	DDI - 3/4 Access	43	86	94	42	86	94	57	114	125	24	24	26	24	24	26	24	25	28	3	4	5	3	4	6	4	5	7	
	DDI Full	43	86	94	42	86	94	57	114	125	23	24	26	23	24	26	23	25	28	2	4	5	3	4	6	3	5	7	
NBT	Diamond	315	495	388				375	611	454	30	33	43				30	42	89	10	13	23				11	22	69	
	DDI - No Access	315	499	390	266	488	378	375	614	461	31	32	37	31	32	38	33	35	44	14	15	20	14	15	21	16	18	27	
	DDI RIRO	315	496	388	265	485	376	375	610	456	32	33	38	31	33	39	28	35	44	14	16	20	14	16	21	10	18	27	
	DDI - 3/4 Access	315	499	390	266	488	378	375	615	462	31	32	37	31	32	37	33	35	43	14	15	20	14	15	20	15	18	26	
	DDI Full	315	499	390	266	488	378	375	615	462	27	32	37	27	32	37	28	35	43	9	15	20	9	15	20	10	18	26	
EBL	Diamond	92	126	116				92	124	115	54	62	58				54	54	97	36	44	40				36	36	79	
	DDI - No Access	92	124	118	92	124	118	92	124	117	33	58	54	32	57	54	34	55	51	15	40	36	15	40	36	17	38	33	
	DDI RIRO	92	124	116	92	124	116	93	124	116	33	53	54	33	52	55	56	54	51	15	35	36	15	35	37	38	37	33	
	DDI - 3/4 Access	92	124	117	92	124	117	92	124	118	33	58	54	32	58	54	34	55	51	15	40	36	14	40	36	17	38	34	
	DDI Full	92	124	117	92	124	117	92	124	118	57	57	54	57	57	54	56	55	51	40	39	36	39	39	36	38	38	33	
EBR	Diamond	37	50	60				37	50	59	26	29	32				26	31	30	9	12	15				9	14	13	
	DDI - No Access	37	50	58	37	50	58	37	50	58	23	30	31	23	30	31	24	31	32	6	13	14	6	13	14	7	14	15	
	DDI RIRO	37	50	59	37	50	59	36	50	59	23	30	31	23	30	31	27	33	32	6	13	14	6	13	14	10	16	15	
	DDI - 3/4 Access	37	50	58	37	50	58	37	50	58	23	30	31	23	30	31	24	31	32	6	13	14	6	13	14	7	14	16	
	DDI Full	37	50	58	37	50	58	37	50	58	27	30	31	26	31	31	27	31	32	10	14	15	10	14	14	10	15	15	
EBT	Diamond	8	8	11				7	10	11	58	59	69				55	64	61	42	43	53				39	48	45	
	DDI - No Access	7	10	11	8	10	11	7	10	11	34	67	67	34	67	67	39	68	68	18	51	51	18	51	51	23	52	52	
	DDI RIRO	8	10	11	8	10	11	8	10	11	35	63	64	35	63	64	60	69	65	19	47	48	19	47	48	44	53	49	
	DDI - 3/4 Access	8	10	11	7	10	11	8	10	10	32	65	69	33	65	69	36	66	69	16	50	53	17	49	53	20	50	53	
	DDI Full	7	10	11	8	10	11	7	10	10	62	65	69	62	65	68	62	66	70	46	49	53	46	50	52	46	50	54	
SBL	Diamond	121	326	510				155	400	548	61	96	64				60	59	88	43	78	45				42	41	70	
	DDI - No Access	119	325	515	122	339	540	153	402	670	33	50	58	33	48	57	34	52	56	17	34	42	17	33	41	18	36	40	
	DDI RIRO	122	330	529	127	348	566	157	412	678	33	45	57	33	46	58	55	54	58	17	29	41	17	29	41	39	38	41	
	DDI - 3/4 Access	119	325	516	122	339	538	152	401	668	33	47	63	32	48	63	33	49	63	17	32	48	17	32	47	18	34	47	
	DDI Full	119	326	519	121	340	540	153	402	670	60	62	63	59	63	63	60	50	61	44	47	47	44	48	48	44	34	46	
SBR	Diamond	163	216	222				164	212	190	24	28	24				24	26	35	6	10	6				6	8	17	
	DDI - No Access	161	220	230	166	228	241	161	216	231	23	29	22	23	29	22	24	29	23	8	14	6	8	14	7	8	13	8	
	DDI RIRO	162	217	231	169	228	249	163	218	234	24	31	22	24	30	22	19	29	24	8	14	6	8	14	6	3	12	8	
	DDI - 3/4 Access	161	219	232	166	228	242	161	216	232	24	30	20	23	29	20	24	30	21	8	14	5	7	14	5	8	15	6	
	DDI Full	163	219	233	165	229	242	160	217	233	22	21	21	21	20	21	24	31	21	6	5	6	6	5	6	9	15	6	
SBT	Diamond	302	504	376				355	617	382	23	27	23				22	24	36	8	12	8				8	9	21	
	DDI - No Access	304	506	392	286	516	399	359	633	473	21	26	19	21	27	19	22	27	21	9	14	7	9	15	7	10	15	9	
	DDI RIRO	301	507	391	287	520	410	353	635	467	22	28	19	23	28	19	15	26	21	10	16	7	10	16	7	3	13	9	
	DDI - 3/4 Access	302	507	393	286	516	398	357	634	470	21	26	18	21	26	18	22	27	19	9	14	6	9	14	6	10	15	7	
	DDI Full	303	506	395	285	518	400	357	6																				

MOE			Available Storage (ft)	95th Percentile Queue (ft)									Max Queue (ft)								
Int	Turn	Alt/ Scenario		21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK	21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK
Fountain Hills		Diamond	275	0	0	0				0	0	0	178	189	194				195	204	220
		DDI - No Access	375	250	195	171	211	194	168	421	207	231	427	234	193	240	231	225	455	254	253
		WBL DDI - RIRO	375	206	208	213	216	214	249	242	216	252	335	288	294	314	299	255	291	245	355
		DDI - 3/4 Access	375	228	184	203	208	202	180	400	189	201	357	216	245	275	242	230	649	292	214
		DDI - Full Access	375	249	266	225	224	422	223	319	270	267	397	383	268	291	483	304	370	309	323
		Diamond	275	0	0	0				0	0	0	161	191	196				161	198	184
		DDI - No Access	275	160	208	204	167	205	207	167	189	229	214	265	287	227	305	305	222	330	233
		WBR DDI - RIRO	275	155	195	192	149	196	194	195	227	186	213	255	256	257	255	261	257	311	257
		DDI - 3/4 Access	275	138	185	180	140	165	167	163	182	225	182	248	225	222	210	225	248	254	274
		DDI - Full Access	275	66	86	82	63	84	82	81	84	101	99	128	104	85	128	128	103	150	130
		Diamond	275	0	0	0				0	0	0	134	164	169				133	171	157
		DDI - No Access	275	160	208	204	167	205	207	167	189	229	214	265	287	227	305	305	222	330	233
		WBT DDI - RIRO	275	127	166	164	127	168	166	167	199	158	185	227	228	229	231	233	229	283	229
		DDI - 3/4 Access	275	138	185	180	140	165	167	163	182	225	182	248	225	222	210	225	248	254	274
		DDI - Full Access	275	66	86	82	63	84	82	81	84	101	99	128	104	85	128	128	103	150	130
		Diamond	385	0	0	0				0	0	0	221	237	294				220	235	254
		DDI - No Access	385	233	313	357	151	243	312	255	259	372	252	370	531	181	273	355	331	293	406
		NBL DDI - RIRO	440	237	323	334	145	254	309	268	276	344	285	472	362	192	295	493	280	332	507
		DDI - 3/4 Access	215	289	253	290	145	185	224	230	248	338	435	377	430	171	277	264	312	383	437
		DDI - Full Access	215	208	249	281	124	201	260	210	206	266	233	293	431	166	245	367	259	254	344
	Diamond	875	0	0	0				0	0	0	161	271	217				140	297	248	
	DDI - No Access	875	230	554	397	210	545	401	220	736	436	251	670	502	252	808	532	266	798	498	
	NBR DDI - RIRO	390	162	383	264	158	403	261	160	449	277	198	427	314	202	442	319	220	605	363	
	DDI - 3/4 Access	390	148	270	126	145	299	123	150	337	111	169	307	229	171	344	170	189	440	194	
	DDI - Full Access	390	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	
	Diamond	875	0	0	0				0	0	0	124	234	181				103	261	211	
	DDI - No Access	875	228	551	394	207	542	398	217	734	434	248	667	499	249	806	529	263	795	495	
	NBT DDI - RIRO	390	129	349	230	124	369	227	126	415	243	164	393	280	168	408	285	186	571	329	
	DDI - 3/4 Access	390	145	267	123	142	296	120	147	335	108	166	304	226	169	341	168	187	437	191	
	DDI - Full Access	390	97	205	282	101	206	305	101	379	119	122	296	339	141	288	365	167	464	167	
	Diamond	175	0	0	0				0	0	0	44	140	189				87	147	192	
	DDI - No Access	175	85	147	170	85	124	168	85	129	169	107	186	207	105	142	190	106	186	192	
	EBL DDI - RIRO	175	84	151	211	81	144	192	85	162	216	106	189	255	101	169	253	106	208	254	
	DDI - 3/4 Access	175	86	144	172	83	139	171	86	144	172	106	170	232	86	189	189	106	170	235	
	DDI - Full Access	175	140	275	312	110	242	285	120	266	385	148	388	411	209	295	326	186	312	447	
	Diamond	270	0	0	0				0	0	0	124	120	306				132	133	1324	
	DDI - No Access	270	136	139	184	100	106	161	164	139	219	200	226	360	161	141	202	198	228	286	
	EBR DDI - RIRO	270	140	136	163	97	103	140	143	127	175	159	222	236	172	146	163	197	180	219	
	DDI - 3/4 Access	270	124	96	117	138	79	106	126	98	117	165	138	169	144	117	146	159	143	161	
	DDI - Full Access	270	338	191	286	219	147	206	409	232	291	465	293	342	290	219	324	515	311	353	
	Diamond	340	0	0	0				0	0	0	102	120	178				102	126	188	
	DDI - No Access	340	104	126	182	113	146	170	104	128	224	146	149	230	128	168	203	146	161	246	
	EBT DDI - RIRO	340	124	126	187	107	146	194	102	148	187	168	186	273	127	185	251	130	174	273	
	DDI - 3/4 Access	340	106	124	188	95	142	187	106	124	188	148	167	266	122	189	229	148	178	266	
	DDI - Full Access	340	82	124	127	82	120	126	82	122	127	105	145	189	101	129	167	105	160	209	
	Diamond	130	0	0	0				0	0	0	128	86	76				78	94	78	
	DDI - No Access	130	83	127	137	82	164	163	77	274	454	121	335	321	144	380	325	106	447	512	
	SBL DDI - RIRO	130	64	102	114	84	86	137	80	101	100	84	124	122	120	171	155	107	150	272	
	DDI - 3/4 Access	130	62	105	106	63	107	103	63	217	102	97	218	133	98	167	265	105	303	250	
	DDI - Full Access	130	79	101	103	65	101	99	85	217	85	114	131	196	89	149	125	102	281	123	
	Diamond	510	0	0	0				0	0	0	278	317	558				278	615	798	
	DDI - No Access	510	250	526	745	222	392	529	272	487	878	358	597	840	267	544	662	321	620	884	
	SBR DDI - RIRO	510	299	429	550	262	363	448	371	484	546	433	505	620	301	447	545	453	574	848	
	DDI - 3/4 Access	510	251	369	432	213	316	339	252	390	404	374	387	491	266	365	413	319	410	481	
	DDI - Full Access	510	281	346	443	238	297	418	318	369	395	353	380	518	300	362	429	352	430	465	
	Diamond	510	0	0	0				0	0	0	252	290	531				252	588	784	
	DDI - No Access	510	251	527	746	223	393	529	273	487	879	358	598	841	268	545	663	322	620	885	
	SBT DDI - RIRO	510	265	396	517	229	329	415	338	451	513	400	471	587	268	414	511	420	541	815	
	DDI - 3/4 Access	510	252	369	433	214	316	339	253	391	404	375	387	492	266	366	414	319	411	482	
	DDI - Full Access	510	274	339	436	231	290	412	311	362	389	347	373	512	293	355	422	345	424	458	
	Diamond																				
	DDI - No Access																				
	DDI - RIRO																				
	Fountain Hills Int. DDI - 3/4 Access																				
	DDI - Full Access																				

Queue Exceeds Storage Capacity

MOE		Available Storage (ft)	95th Percentile Queue (ft)									Max Queue (ft)								
Int	Turn Alt/ Scenario		21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK	21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK
Project 6/7/8 Access	WBL DDI - Full Access	200	208	211	207	231	211	201	223	207	207	331	335	249	331	376	246	331	259	268
	DDI - RIRO	200	40	55	111	40	90	81	41	74	91	89	101	154	99	110	112	96	130	115
	WBR DDI - 3/4 Access	200	39	56	63	39	57	63	43	59	59	57	59	80	43	61	99	60	82	82
	DDI - Full Access	200	62	105	107	80	106	104	62	104	104	88	121	164	88	121	141	88	161	128
	WBT DDI Full	200	62	105	107	80	106	104	62	104	104	88	121	164	88	121	141	88	161	128
	NBL DDI - 3/4 Access	255	86	128	181	63	126	166	79	131	167	103	151	256	103	149	211	86	188	254
	DDI Full	255	78	128	186	75	144	175	79	123	180	88	150	291	81	186	225	102	162	203
	DDI - RIRO																			
	NBR DDI - 3/4 Access	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
	DDI Full	150	40	58	148	41	59	137	39	42	76	58	118	188	79	80	227	71	62	120
	DDI - No Access																			
	NBT DDI RIRO																			
	DDI - 3/4 Access	320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	DDI Full	320	126	158	229	106	125	209	123	232	163	170	275	267	129	173	252	187	286	200
	EBL DDI Full	120	39	81	102	57	79	99	39	83	103	59	122	147	62	102	181	59	121	166
	EBR DDI - 3/4 Access	225	67	163	442	64	128	315	83	157	474	102	203	509	115	154	376	116	203	527
	DDI Full	225	72	151	209	56	111	242	64	140	239	95	223	327	94	146	285	84	229	288
	EBT DDI Full	225	42	59	95	39	60	100	43	59	104	85	80	124	56	86	126	85	98	139
	SBL DDI - 3/4 Access	90	0	51	33	0	52	32	25	49	32	32	79	73	31	72	67	53	66	53
	DDI Full	90	30	47	58	41	32	57	39	58	62	63	53	99	60	69	62	85	91	70
SBR DDI - 3/4 Access	350	197	311	238	163	211	191	207	247	248	269	426	489	205	335	322	263	316	513	
DDI Full	350	314	230	355	229	189	296	267	265	315	435	266	470	269	249	432	434	308	434	
DDI - No Access																				
SBT DDI RIRO																				
DDI - 3/4 Access	360	197	311	238	163	211	191	207	247	248	269	426	489	205	335	322	263	316	513	
DDI Full	360	314	230	355	229	189	296	267	265	315	435	266	470	269	249	432	434	308	434	
Access Int	DDI - No Access																			
	DDI RIRO																			
	DDI - 3/4 Access																			
	DDI Full																			

Queue Exceeds Storage Capacity

Queue Exceeds Storage Capacity



MOE			Available Storage (ft)	95th Percentile Queue (ft)									Max Queue (ft)								
Int	Turn	Alt/ Scenario		21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK	21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK
WB 152 Offramp	WBL	Diamond	1040	0	0	0				0	0	0	103	147	1040				136	218	573
		DDI - No Access	1040	96	184	205	85	163	189	126	245	370	125	319	277	122	212	245	196	331	577
		DDI RIRO	1040	98	122	190	83	109	225	97	288	295	121	146	283	105	236	242	110	774	346
		DDI - 3/4 Access	1040	98	200	203	106	211	214	122	354	266	122	279	238	111	314	310	144	463	321
		DDI Full	1040	86	161	175	84	167	191	103	186	259	106	198	236	104	205	275	150	281	282
	WBR	Diamond	1040	0	0	0				0	0	0	175	375	1058				198	617	582
		DDI - No Access	1040	185	418	479	110	331	381	205	376	1046	242	760	659	160	430	537	313	492	1049
		DDI RIRO	1040	198	227	310	102	230	324	215	329	341	226	274	358	122	281	662	251	741	453
		DDI - 3/4 Access	1040	167	348	355	132	382	311	181	529	367	283	436	420	200	774	373	304	756	459
		DDI Full	1040	123	197	221	104	201	194	136	251	190	144	226	247	122	310	225	157	274	242
	NBL	Diamond	250	0	0	0				0	0	0	207	325	640				234	586	680
		DDI - No Access	430	167	377	388	66	315	382	226	405	448	356	509	514	120	485	480	311	445	514
		DDI RIRO	430	310	341	600	161	294	564	207	581	661	515	515	662	210	363	634	320	661	670
		DDI - 3/4 Access	430	304	486	581	199	464	581	312	553	587	364	573	589	324	526	651	460	573	650
		DDI Full	430	197	456	546	143	437	547	189	489	579	229	583	586	168	652	578	240	562	651
	NBT	Diamond	570	0	0	0				0	0	0	56	118	229				43	185	120
		DDI - No Access	520	308	519	529	208	457	524	368	547	589	497	651	656	262	627	622	453	587	656
		DDI RIRO	520	310	341	600	161	294	564	207	581	661	515	515	662	210	363	634	320	661	670
		DDI - 3/4 Access	520	304	486	581	199	464	581	312	553	587	364	573	589	324	526	651	460	573	650
		DDI Full	520	197	456	546	143	437	547	189	489	579	229	583	586	168	652	578	240	562	651
	SBR	Diamond	160	0	0	0				0	0	0	96	189	231				121	537	234
		DDI - No Access	890	460	497	593	449	400	574	518	507	687	597	602	764	544	652	712	655	621	895
		DDI RIRO	890	456	270	611	367	256	544	730	501	695	518	400	703	493	316	657	849	611	849
		DDI - 3/4 Access	425	484	485	293	441	448	264	485	485	344	485	486	443	486	485	443	486	486	443
		DDI Full	425	465	198	484	464	193	443	372	427	243	485	425	494	483	320	495	485	465	425
SBT	Diamond	890	0	0	0				0	0	0	432	660	1065				633	1027	1109	
	DDI - No Access	890	569	577	673	558	480	653	639	606	766	677	682	844	624	731	792	734	725	975	
	DDI RIRO	890	542	433	694	530	359	627	830	585	779	602	493	787	640	443	741	933	694	933	
	DDI - 3/4 Access	425	563	565	563	562	528	522	565	565	522	565	565	583	565	565	565	583	565	565	
	DDI Full	425	561	426	563	543	316	554	547	507	384	563	506	573	562	398	574	563	560	504	
WB 152 Int.	Diamond																				
	DDI - No Access																				
	DDI RIRO																				
	DDI - 3/4 Access																				
	DDI Full																				
EB 152 Offramp	NBR	Diamond	145	0	0	0				0	0	0	96	191	376				120	290	986
		DDI - No Access	820	0	0	0	0	0	78	0	202	200	0	79	149	0	108	178	81	239	285
		DDI RIRO	820	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DDI - 3/4 Access	820	0	0	132	0	0	118	0	55	295	0	57	320	0	0	268	59	172	397
		DDI Full	820	0	81	136	0	79	159	0	94	380	76	130	341	0	140	201	67	244	416
	NBT	Diamond	790	0	0	0				0	0	0	230	301	503				270	407	980
		DDI - No Access	820	232	287	317	185	310	328	253	464	462	265	348	380	251	386	440	343	501	547
		DDI RIRO	820	183	278	270	171	232	325	262	397	440	244	340	358	191	296	356	331	581	513
		DDI - 3/4 Access	820	191	251	442	169	234	427	247	364	605	281	297	630	249	309	578	279	482	706
		DDI Full	820	187	340	400	182	348	422	256	346	644	278	394	605	256	403	465	330	508	781
	EBL	Diamond	450	0	0	0				0	0	0	146	220	288				152	235	1669
		DDI - No Access	845	106	240	247	82	216	300	110	380	319	197	335	324	109	372	400	162	469	435
		DDI RIRO	845	89	194	297	59	220	273	135	321	513	201	269	531	144	337	382	227	732	637
		DDI - 3/4 Access	845	98	248	285	82	228	317	106	324	343	181	306	350	120	297	620	182	465	457
		DDI Full	845	82	192	289	83	227	364	105	285	314	142	315	436	126	413	600	203	449	457
	EBR	Diamond	445	0	0	0				0	0	0	91	205	285				105	230	1668
		DDI - No Access	835	64	224	222	61	207	276	80	295	330	118	305	458	99	290	463	173	477	439
		DDI RIRO	835	65	210	237	62	297	252	121	375	346	156	390	327	102	421	361	149	621	538
		DDI - 3/4 Access	835	79	220	231	61	228	325	62	337	459	118	306	414	104	459	466	104	415	534
		DDI Full	835	78	204	284	60	255	330	81	340	377	110	284	397	99	335	390	117	421	525
	SBL	Diamond	230	0	0	0				0	0	0	540	576	640				561	589	651
		DDI - No Access	390	390	516	412	238	427	362	410	515	516	515	516	516	516	516	516	516	534	516
		DDI RIRO	390	213	374	488	395	398	453	129	551	550	552	476	552	465	550	552	211	553	553
		DDI - 3/4 Access	390	232	465	238	130	451	159	412	448	411	514	516	319	450	516	343	516	516	513
		DDI Full	390	160	149	258	109	89	209	194	268	316	313	349	376	270	262	385	383	410	516
SBT	Diamond	530	0	0	0				0	0	0	119	139	167				125	151	272	
	DDI - No Access	530	540	665	556	387	576	464	559	664	665	665	665	665	665	665	665	665	683	665	
	DDI RIRO	530	373	535	633	556	558	613	147	711	711	713	636	713	626	711	713	167	713	713	
	DDI - 3/4 Access	530	340	615	275	279	601	276	562	598	353	664	666	395	600	666	391	666	666	663	
	DDI Full	530	150	195	186	142	222	207	168	418	466	246	499	285	212	412	266	395	560	666	
EB 152 Int.	Diamond																				
	DDI - No Access																				
	DDI RIRO																				
	DDI - 3/4 Access																				
	DDI Full																				

Queue Exceeds Storage Capacity

Queue Exceeds Storage Capacity

MOE			Available Storage (ft)	95th Percentile Queue (ft)									Max Queue (ft)								
Int	Turn	Alt/ Scenario		21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK	21 AM	21 PM	21 WK	31 AM	31 PM	31 WK	41 AM	41 PM	41 WK
NW 88th St	WBL	Diamond	230	0	0	0				0	0	0	82	114	145				100	135	166
		DDI - No Access	230	63	130	148	64	141	148	64	149	199	93	187	190	93	187	190	141	188	227
		DDI RIRO	230	71	126	150	72	123	156	116	160	195	90	156	192	113	200	196	150	230	221
		DDI - 3/4 Access	230	79	141	148	64	147	143	66	147	188	104	187	208	104	187	208	86	187	207
		DDI Full	230	113	151	158	113	151	153	113	158	198	130	212	218	130	213	218	200	197	218
	WBR	Diamond	230	0	0	0				0	0	0	61	66	96				66	88	655
		DDI - No Access	230	42	79	99	45	63	99	61	83	604	64	119	123	61	95	125	99	124	615
		DDI RIRO	230	44	67	87	44	64	102	61	84	136	75	121	128	73	82	123	92	154	192
		DDI - 3/4 Access	230	56	78	102	42	77	98	59	85	137	64	120	127	59	97	135	97	118	267
		DDI Full	230	61	79	97	58	64	93	63	80	142	76	122	127	81	98	124	99	141	293
	WBT	Diamond	230																		
		DDI - No Access	230																		
		DDI RIRO	230																		
		DDI - 3/4 Access	230																		
		DDI Full	230																		
	NBL	Diamond	190	0	0	0				0	0	0	57	63	83				57	71	90
		DDI - No Access	190	38	40	40	39	57	40	38	41	59	61	81	62	60	81	79	61	62	62
		DDI RIRO	190	62	84	106	83	65	85	73	79	102	66	126	111	126	102	104	92	134	122
		DDI - 3/4 Access	190	40	40	41	38	41	39	39	61	58	41	62	59	41	78	98	61	62	63
		DDI Full	190	67	46	29	63	49	47	107	149	102	86	51	65	107	72	93	144	230	128
NBR	Diamond	120	0	0	0				0	0	0	28	47	62				33	57	76	
	DDI - No Access	120	39	60	97	39	75	81	41	74	102	44	82	106	59	85	102	62	119	147	
	DDI RIRO	120	40	62	63	41	64	81	40	63	102	59	84	103	60	84	120	57	103	144	
	DDI - 3/4 Access	120	41	59	62	41	62	97	41	63	95	63	84	106	56	86	117	60	115	147	
	DDI Full	120	38	61	76	39	61	80	41	63	99	43	75	106	42	86	117	58	140	147	
NBT	Diamond	1000	0	0	0				0	0	0	101	159	172				113	238	283	
	DDI - No Access	1000	105	186	168	99	188	165	126	253	256	126	247	218	126	229	237	148	307	292	
	DDI RIRO	1000	106	194	167	103	169	173	120	227	230	148	208	227	128	212	230	164	331	258	
	DDI - 3/4 Access	1000	108	208	161	108	173	167	123	237	235	185	254	254	141	229	227	190	327	268	
	DDI Full	1000	105	203	163	99	186	163	126	230	211	176	231	275	141	244	227	158	327	256	
EBL	Diamond	180	0	0	0				0	0	0	122	175	163				129	159	182	
	DDI - No Access	180	83	166	146	85	165	144	84	183	143	143	229	192	126	229	221	125	214	192	
	DDI RIRO	180	87	146	165	84	146	165	171	181	163	106	208	273	127	208	273	190	226	273	
	DDI - 3/4 Access	180	85	196	145	79	196	145	85	184	145	143	252	205	126	252	205	125	252	205	
	DDI Full	180	167	184	145	164	184	147	125	184	131	225	252	205	225	252	205	208	252	205	
EBR	Diamond	180	0	0	0				0	0	0	57	74	90				48	75	89	
	DDI - No Access	180	41	83	85	41	83	85	42	83	123	87	103	127	82	111	127	82	103	127	
	DDI RIRO	180	42	100	103	42	100	103	61	97	98	83	124	129	64	124	129	83	132	129	
	DDI - 3/4 Access	180	44	85	81	44	85	81	44	85	99	104	104	127	104	104	127	104	104	127	
	DDI Full	180	67	85	84	67	85	81	83	85	99	126	103	127	126	105	127	126	104	127	
EBT	Diamond	180	0	0	0				0	0	0	57	74	90				48	75	89	
	DDI - No Access	180	41	83	85	41	83	85	42	83	123	87	103	127	82	111	127	82	103	127	
	DDI RIRO	180	42	100	103	42	100	103	61	97	98	83	124	129	64	124	129	83	132	129	
	DDI - 3/4 Access	180	44	85	81	44	85	81	44	85	99	104	104	127	104	104	127	104	104	127	
	DDI Full	180	67	85	84	67	85	81	83	85	99	126	103	127	126	105	127	126	104	127	
SBL	Diamond	235	0	0	0				0	0	0	86	282	331				104	198	745	
	DDI - No Access	235	80	185	338	84	184	397	87	235	597	102	288	517	106	289	537	105	364	749	
	DDI RIRO	235	82	166	336	84	187	397	104	269	636	88	213	487	106	276	528	141	371	733	
	DDI - 3/4 Access	235	82	189	271	80	193	351	98	274	543	100	253	350	88	298	614	109	526	746	
	DDI Full	235	102	188	319	86	187	491	107	214	591	123	214	487	107	222	647	131	275	789	
SBR	Diamond	870	0	0	0				0	0	0	129	204	156				148	198	310	
	DDI - No Access	870	186	266	186	214	274	166	201	286	227	247	300	250	293	357	225	253	337	233	
	DDI RIRO	870	168	276	169	179	274	166	108	296	213	248	311	269	214	310	226	169	389	241	
	DDI - 3/4 Access	870	178	276	141	166	314	141	229	305	147	239	338	173	250	391	206	269	463	191	
	DDI Full	870	147	141	130	145	127	154	168	328	162	173	173	192	226	205	209	209	419	208	
SBT	Diamond	870	0	0	0				0	0	0	129	204	156				148	198	310	
	DDI - No Access	870	186	266	186	214	274	166	201	286	227	247	300	250	293	357	225	253	337	233	
	DDI RIRO	870	168	276	169	179	274	166	108	296	213	248	311	269	214	310	226	169	389	241	
	DDI - 3/4 Access	870	178	276	141	166	314	141	229	305	147	239	338	173	250	391	206	269	463	191	
	DDI Full	870	147	141	130	145	127	154	168	328	162	173	173	192	226	205	209	209	419	208	
88th St Int.	Diamond																				
	DDI - No Access																				
	DDI RIRO																				
	DDI - 3/4 Access																				
	DDI Full																				

Queue Exceeds Storage Capacity

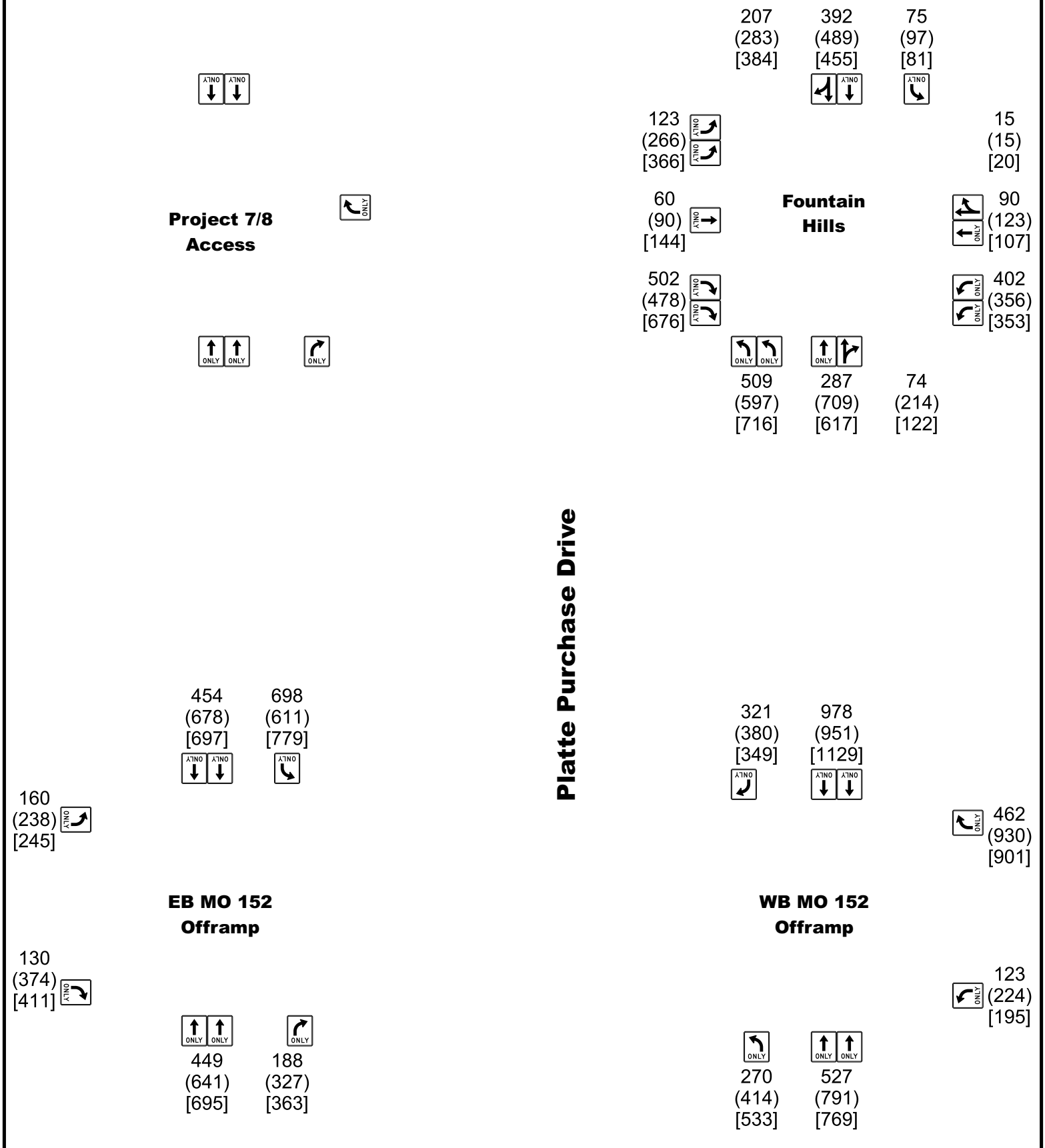
Queue Exceeds Storage Capacity



A P P E N D I X

V

# 2021 Turning Movements - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario

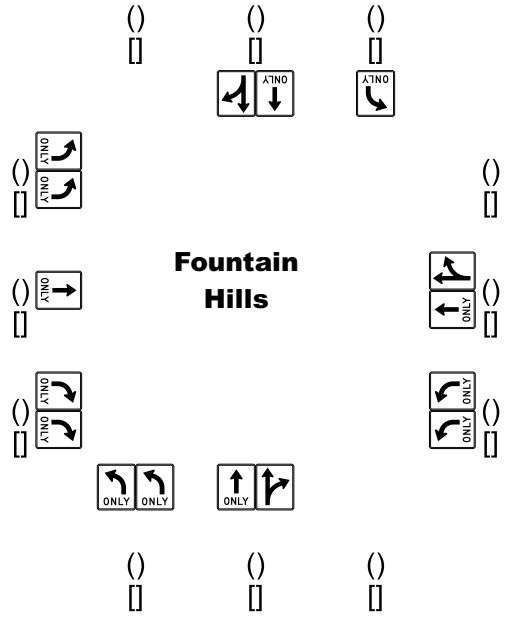


# 2031 Turning Movements - AM (PM) [Weekend] Partial Build - Diamond - No Access Scenario

**Project 7/8  
Access**

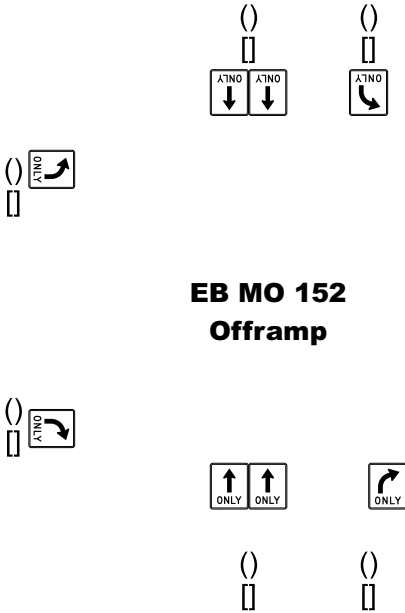


**Fountain  
Hills**

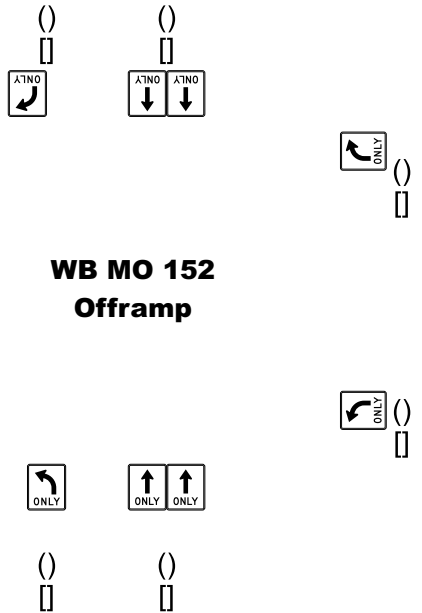


**Platte Purchase Drive**

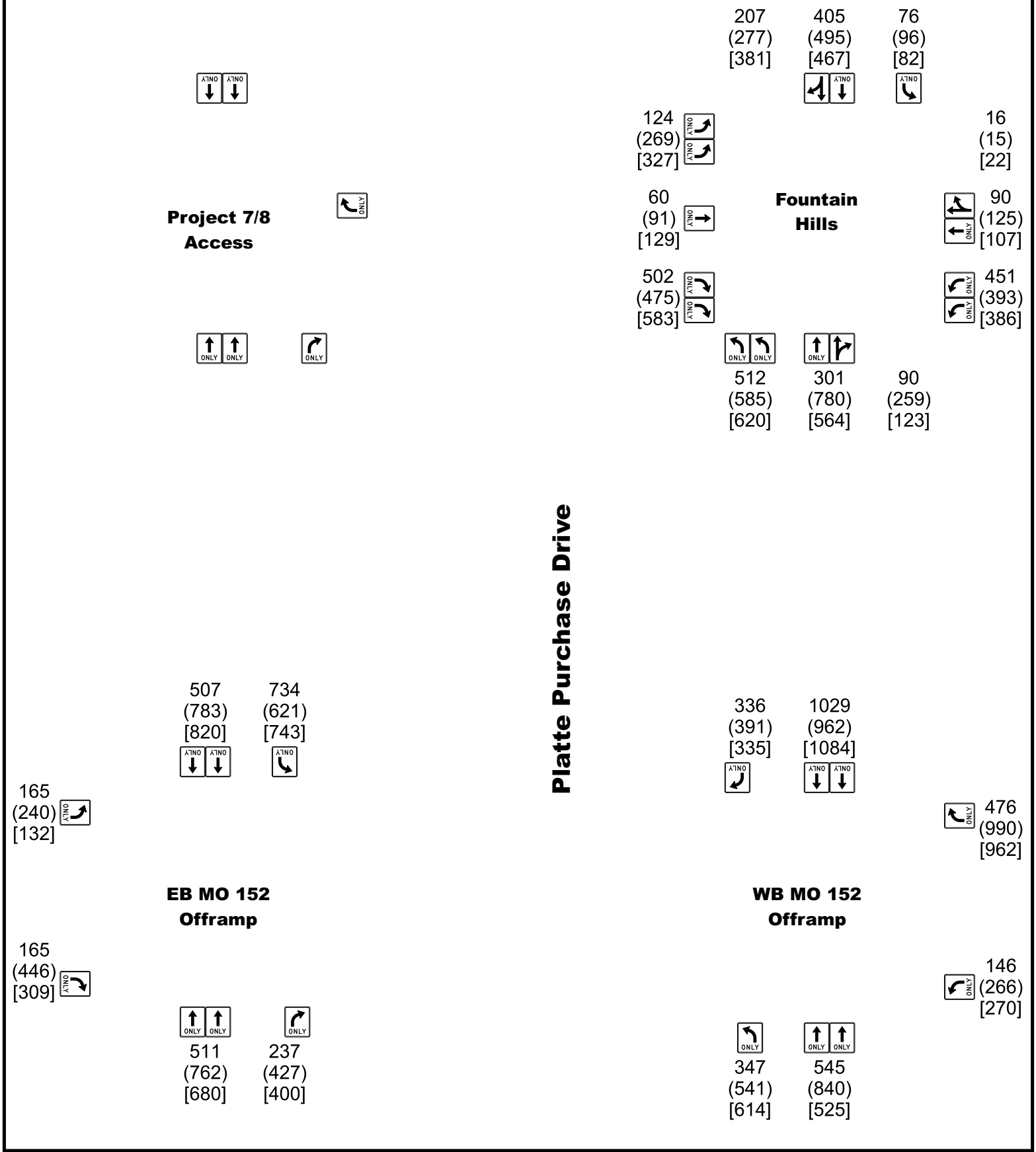
**EB MO 152  
Offramp**



**WB MO 152  
Offramp**



# 2041 Turning Movements - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario



207  
(277)  
[381]

405  
(495)  
[467]

76  
(96)  
[82]



124  
(269)  
[327]



16  
(15)  
[22]

**Project 7/8  
Access**



**Fountain  
Hills**

60  
(91)  
[129]



90  
(125)  
[107]



502  
(475)  
[583]



451  
(393)  
[386]



512  
(585)  
[620]

301  
(780)  
[564]

90  
(259)  
[123]

**Platte Purchase Drive**

507  
(783)  
[820]

734  
(621)  
[743]



336  
(391)  
[335]



1029  
(962)  
[1084]



165  
(240)  
[132]



476  
(990)  
[962]



**EB MO 152  
Offramp**

**WB MO 152  
Offramp**

165  
(446)  
[309]



511  
(762)  
[680]

237  
(427)  
[400]



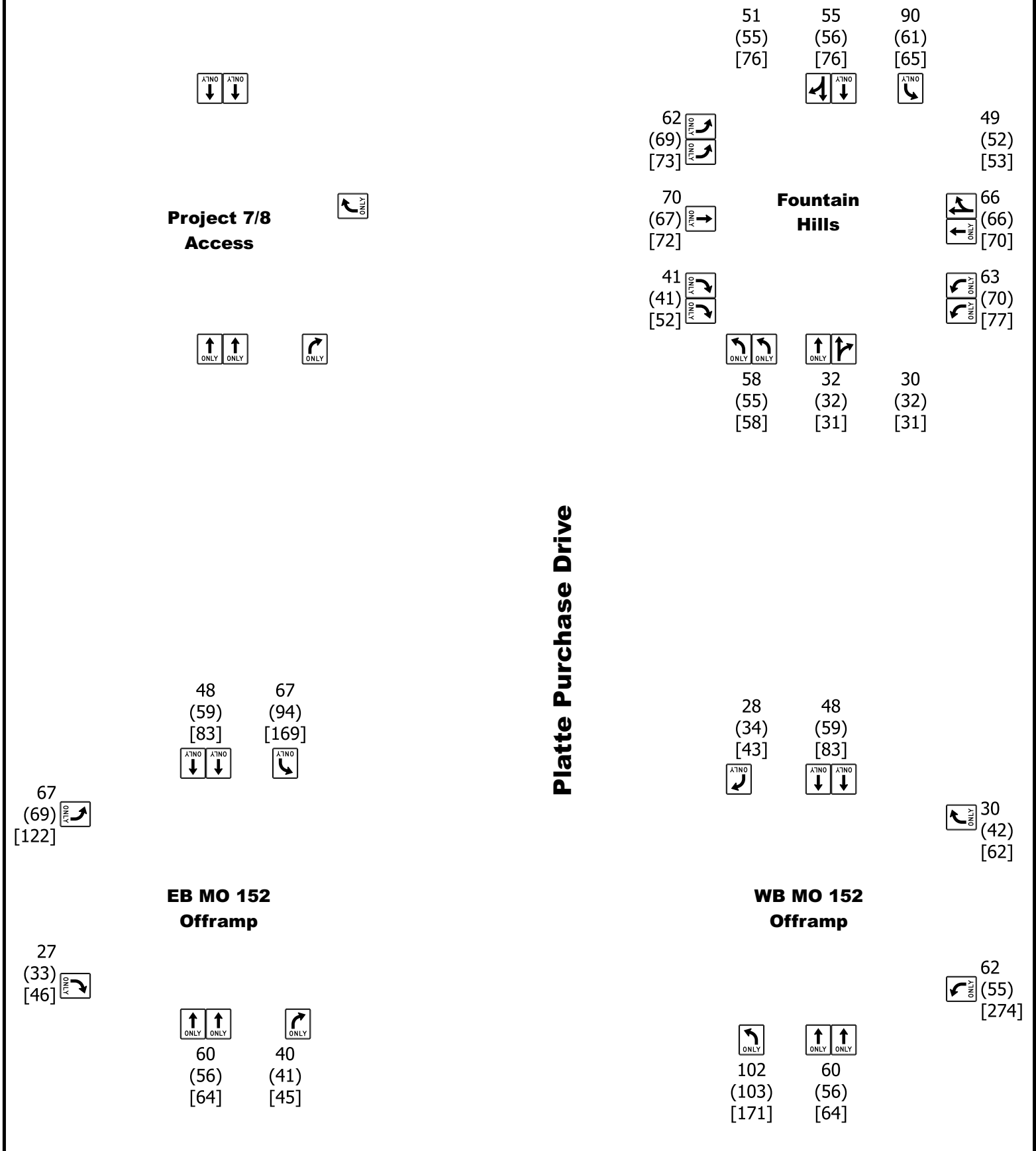
347  
(541)  
[614]

545  
(840)  
[525]

146  
(266)  
[270]



# 2021 Travel Time (Seconds) - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario



# 2031 Travel Time (Seconds) - AM (PM) [Weekend] Partial Build - Diamond - No Access Scenario

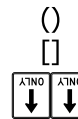
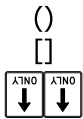
**Project 7/8  
Access**

**Fountain  
Hills**

**Platte Purchase Drive**

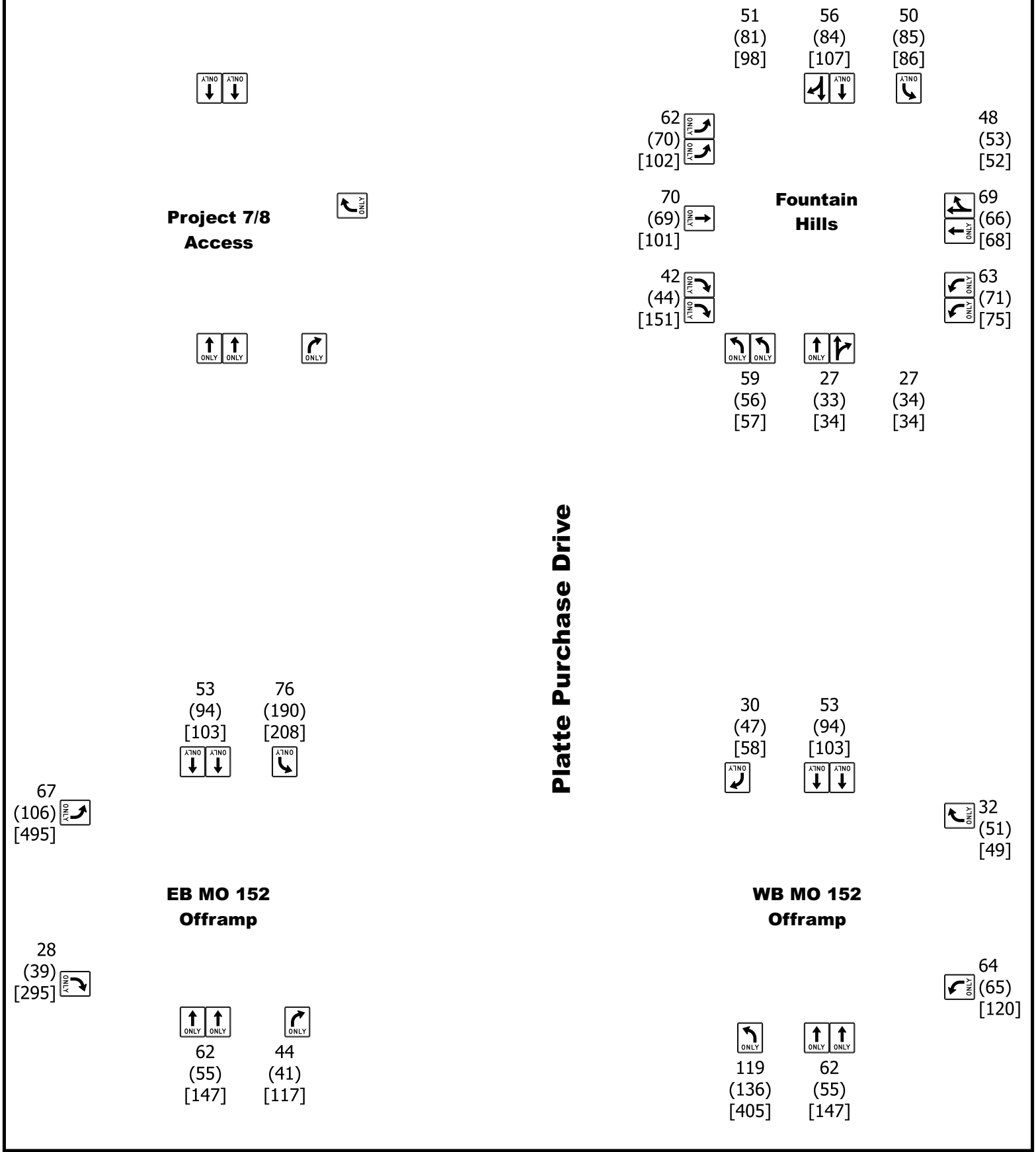
**EB MO 152  
Offramp**

**WB MO 152  
Offramp**

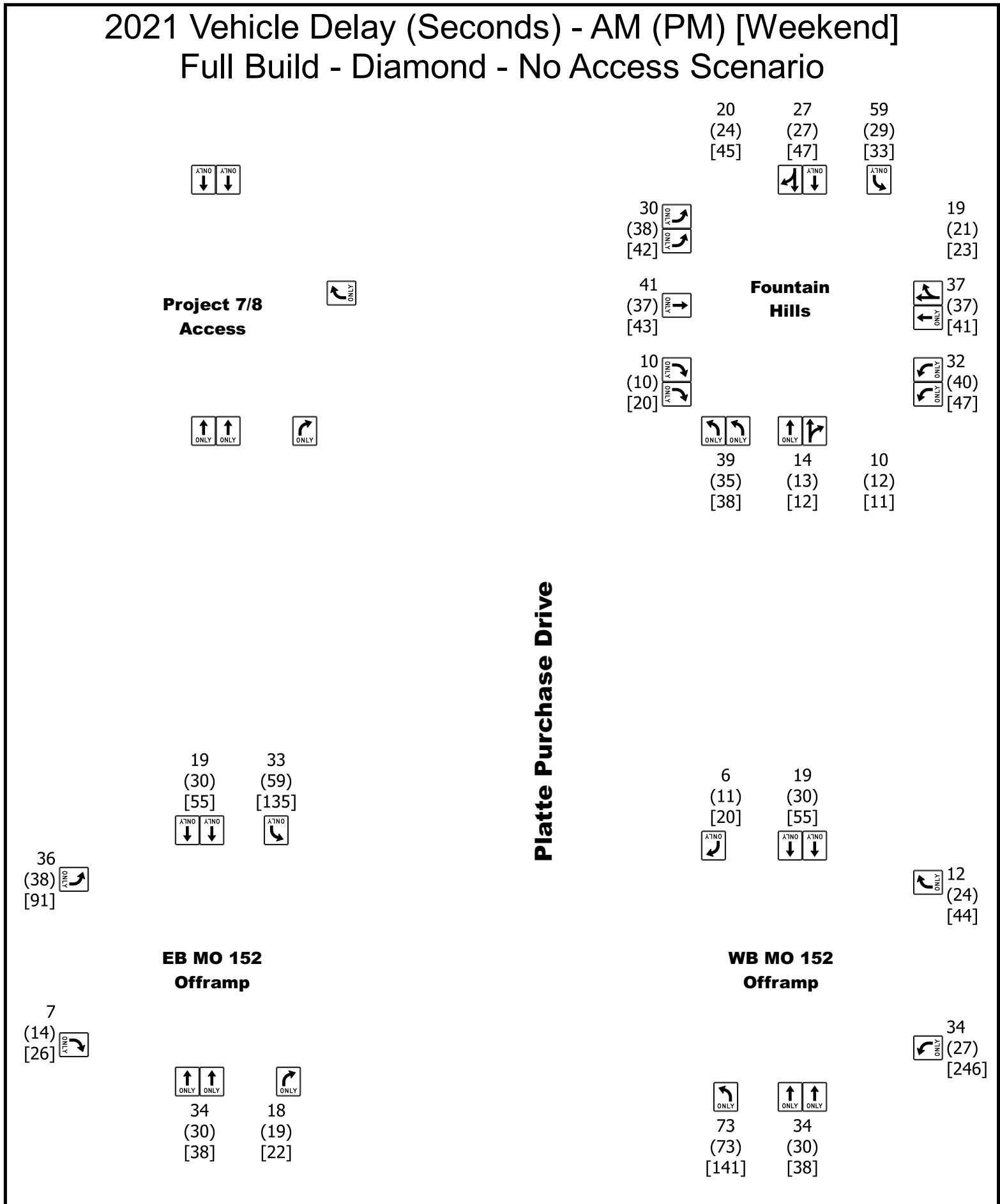




# 2041 Travel Time (Seconds) - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario



# 2021 Vehicle Delay (Seconds) - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario

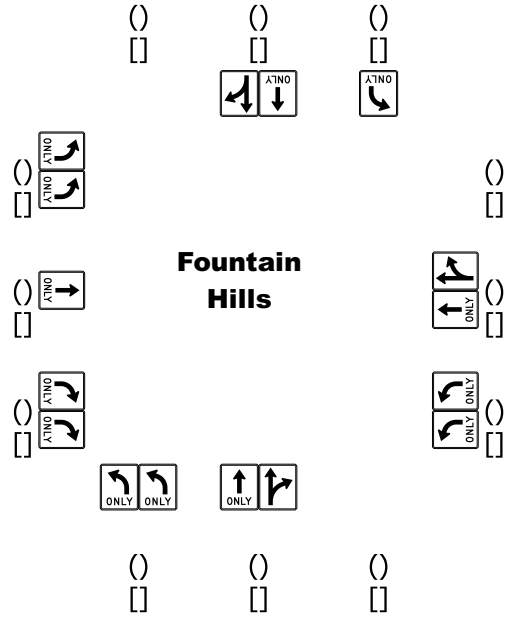


# 2031 Vehicle Delay (Seconds) - AM (PM) [Weekend] Partial Build - Diamond - No Access Scenario

**Project 7/8  
Access**

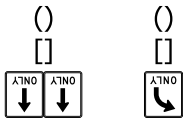


**Fountain  
Hills**

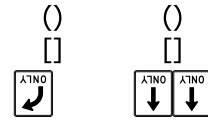


**Platte Purchase Drive**

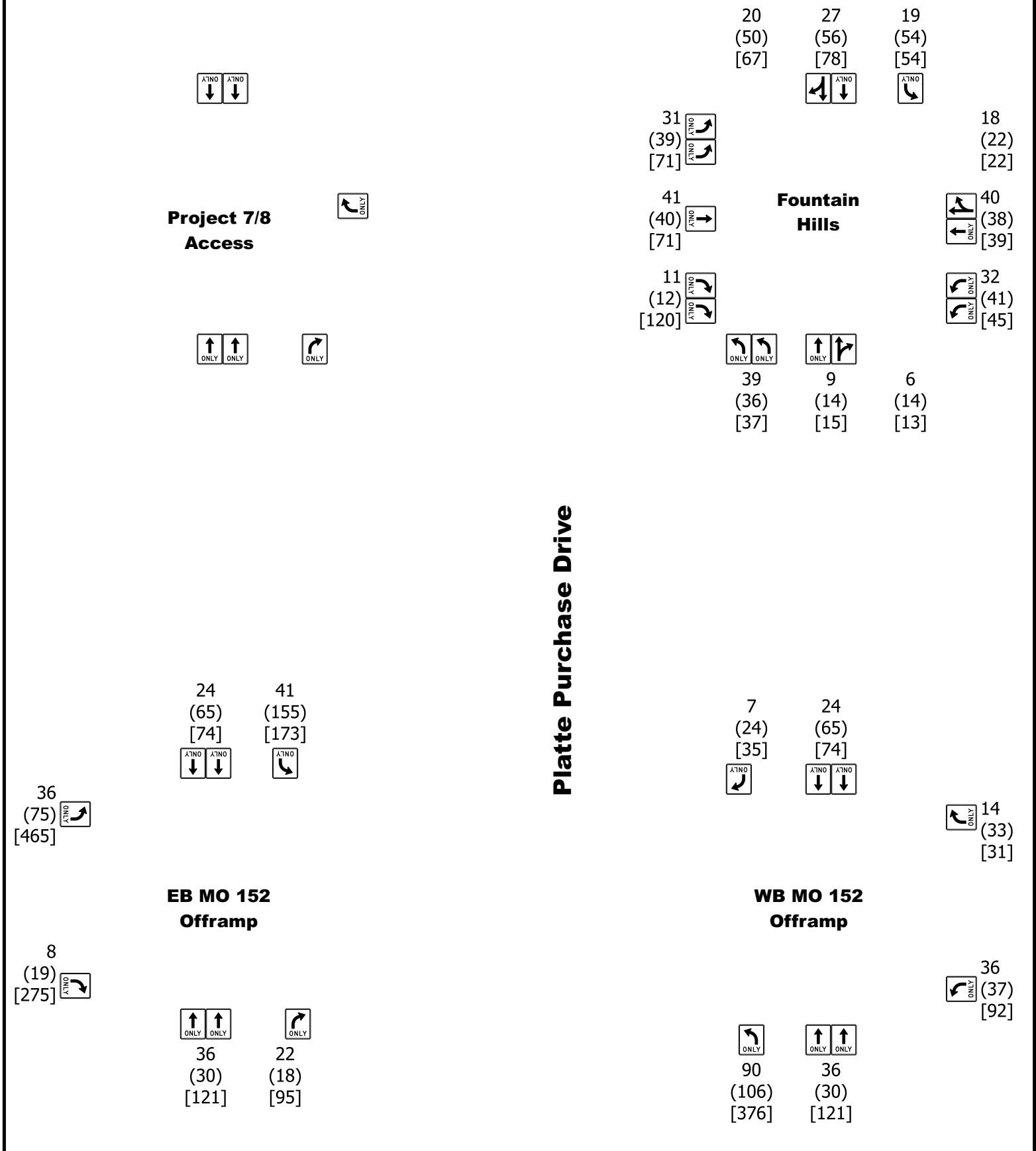
**EB MO 152  
Offramp**



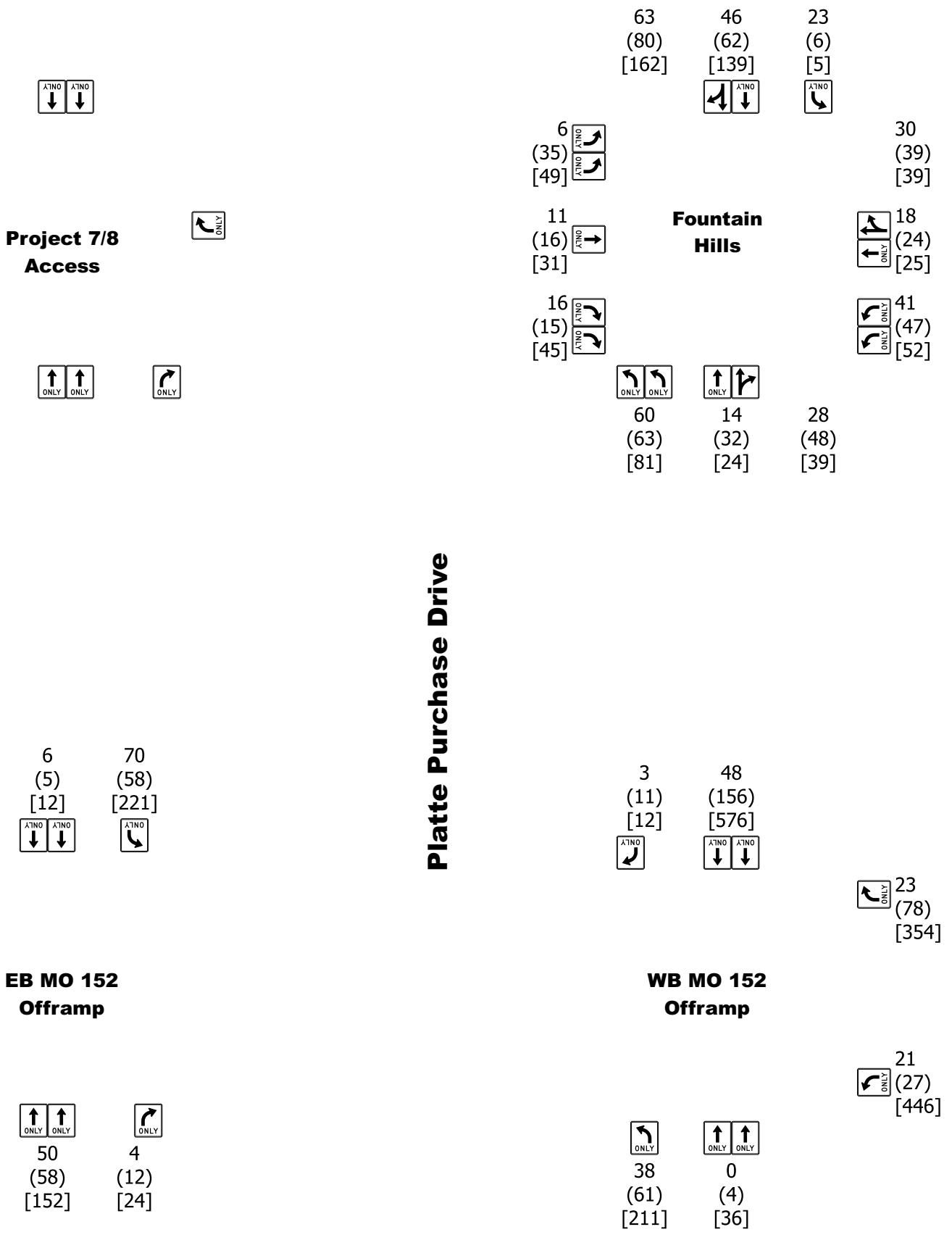
**WB MO 152  
Offramp**



# 2041 Vehicle Delay (Seconds) - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario



# 2021 Average Queue - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario



# 2031 Average Queue (Feet) - AM (PM) [Weekend] Partial Build - Diamond - No Access Scenario

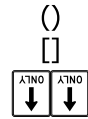
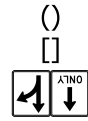
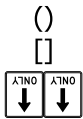
**Project 7/8  
Access**

**Fountain  
Hills**

**Platte Purchase Drive**

**EB MO 152  
Offramp**

**WB MO 152  
Offramp**



# 2041 Average Queue - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario

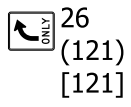
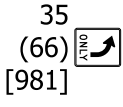
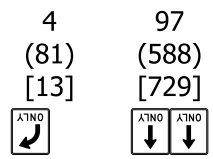
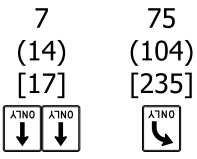


**Project 7/8  
Access**

**Fountain  
Hills**

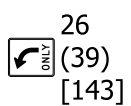
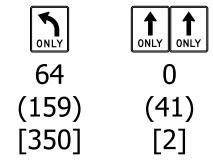
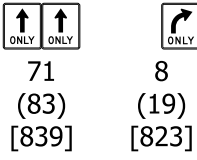
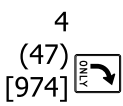


**Platte Purchase Drive**



**EB MO 152  
Offramp**

**WB MO 152  
Offramp**





# 2021 Max Queue - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario

	278 (317) [558]	252 (290) [531]	128 (86) [76]

44 (140) [189]		161 (191) [196]

## Project 7/8 Access



## Fountain Hills



102 (120) [178]		134 (164) [169]

124 (120) [306]		178 (189) [194]



221 (237) [294]	124 (234) [181]	161 (271) [217]
-----------------------	-----------------------	-----------------------

## Platte Purchase Drive

119 (139) [167]	540 (576) [640]

96 (189) [231]	432 (660) [1065]

146  
(220)  
[288]

175  
(375)  
[1058]

## EB MO 152 Offramp

## WB MO 152 Offramp

91  
(205)  
[285]

103  
(147)  
[1040]

230 (301) [503]	96 (191) [376]

207 (325) [640]	56 (118) [229]

# 2031 Max Queue (Feet) - AM (PM) [Weekend] Partial Build - Diamond - No Access Scenario

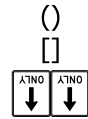
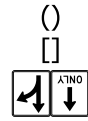
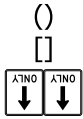
**Project 7/8  
Access**

**Fountain  
Hills**

**Platte Purchase Drive**

**EB MO 152  
Offramp**

**WB MO 152  
Offramp**



# 2041 Max Queue - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario

	278 (615) [798]	252 (588) [784]	78 (94) [78]
--	-----------------------	-----------------------	--------------------



87  
(147)  
[192]



161  
(198)  
[184]

**Project 7/8  
Access**



**Fountain  
Hills**

102  
(126)  
[188]



133  
(171)  
[157]



132  
(133)  
[1324]



195  
(204)  
[220]



220  
(235)  
[254]

103  
(261)  
[211]

140  
(297)  
[248]

**Platte Purchase Drive**

125 (151) [272]	561 (589) [651]
-----------------------	-----------------------



121  
(537)  
[234]



633  
(1027)  
[1109]



198  
(617)  
[582]



**EB MO 152  
Offramp**

**WB MO 152  
Offramp**



270  
(407)  
[980]

120  
(290)  
[986]



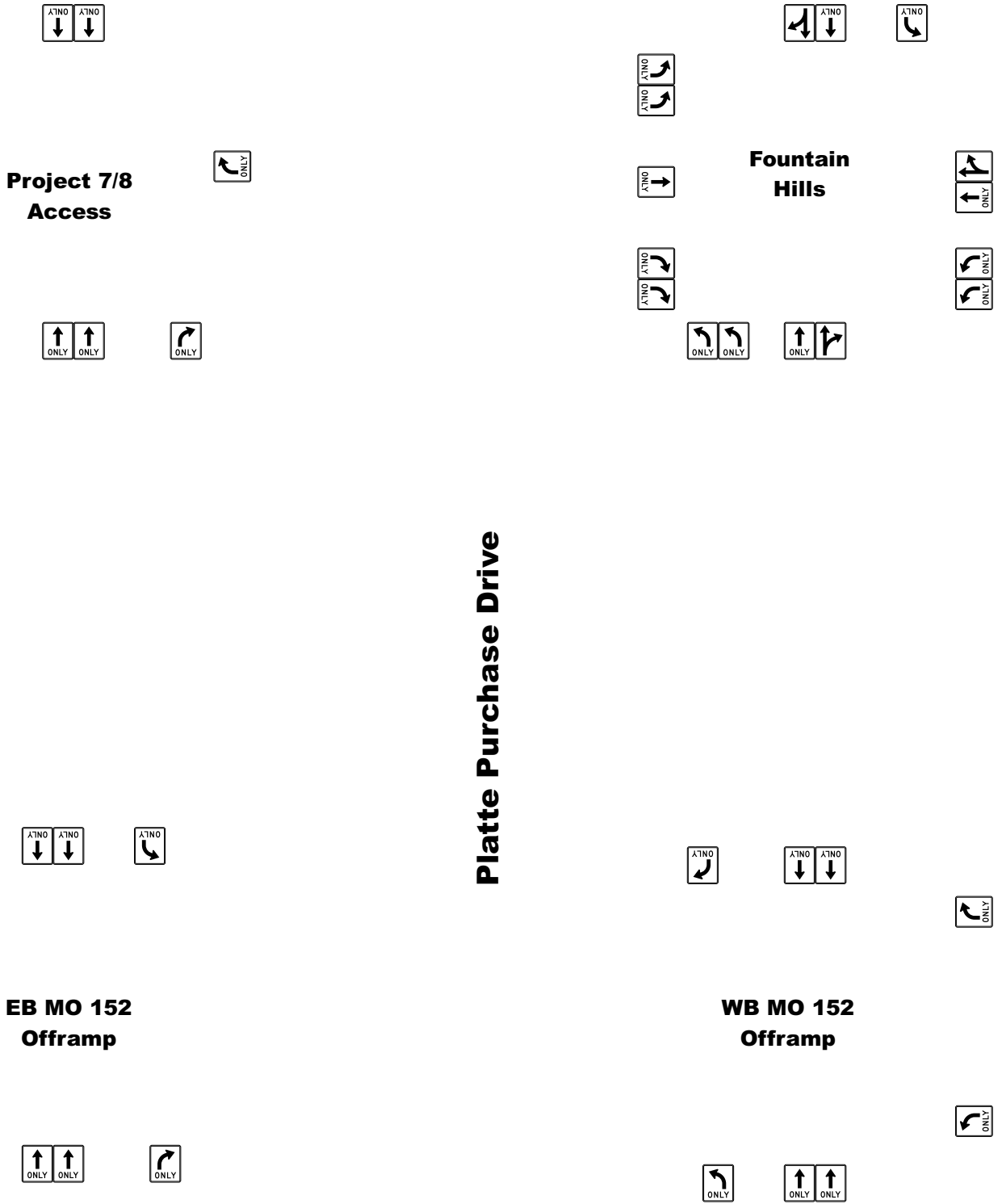
234  
(586)  
[680]

43  
(185)  
[120]

136  
(218)  
[573]



# 2021 95% Queue - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario



# 2031 95% Queue (Feet) - AM (PM) [Weekend] Partial Build - Diamond - No Access Scenario



**Project 7/8  
Access**



**Fountain  
Hills**



**Platte Purchase Drive**

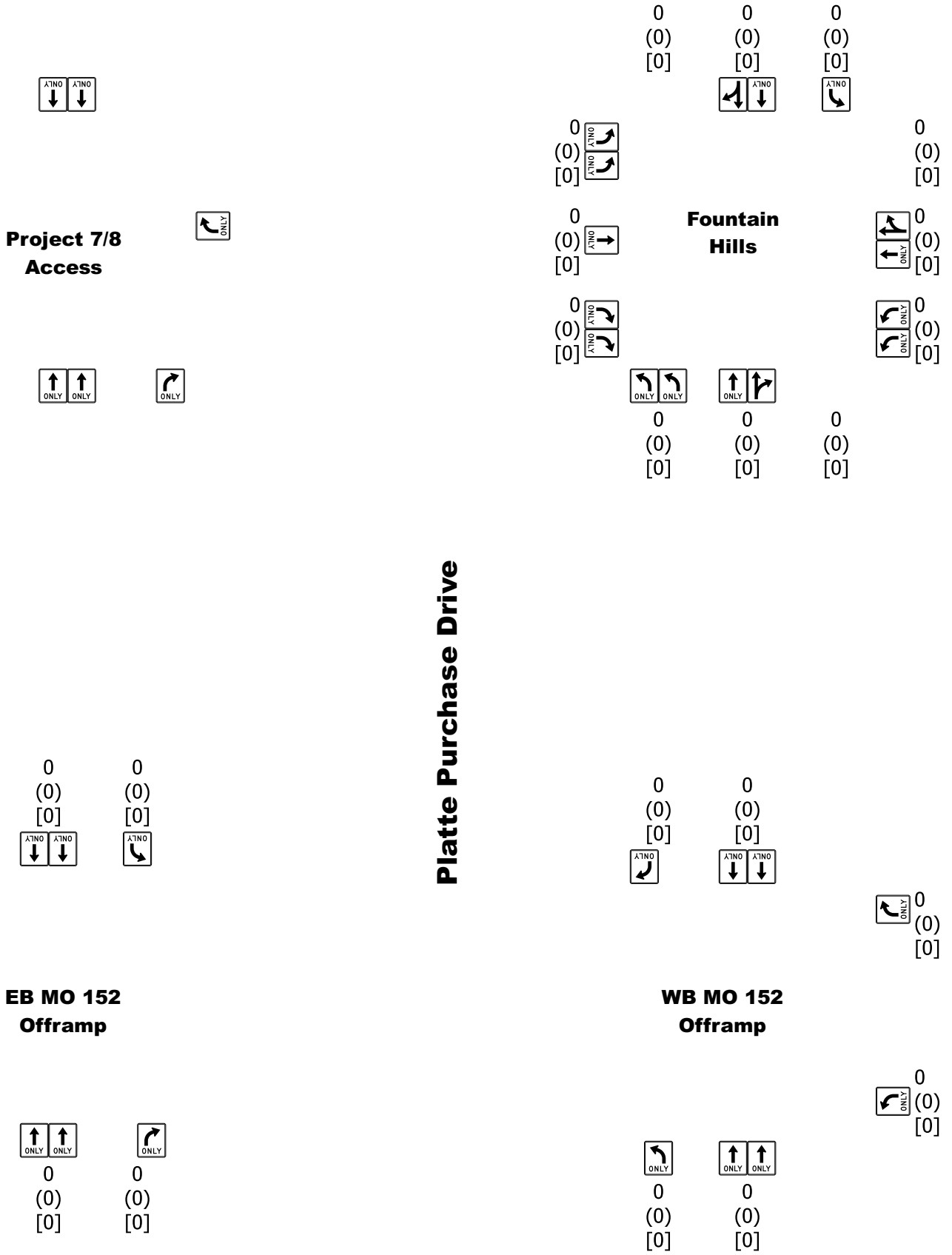


**EB MO 152  
Offramp**

**WB MO 152  
Offramp**




# 2041 95% Queue - AM (PM) [Weekend] Full Build - Diamond - No Access Scenario






# 2021 Turning Movements - AM (PM) [Weekend] Full Build - DDI - No Access Scenario


1291  
(1315)  
[1483]  



**Project 7/8  
Access**



  
486  
(1147)  
[993]


455      695  
(673)    (613)  
[726]    [787]  


**EB MO 152  
Offramp**



296  
(432)   
[467]



131  
(376)   
[412]



        
451      187  
(651)    (325)  
[707]    [362]

205      398      77  
(280)    (491)    (99)  
[380]    [456]    [85]  
      

**Fountain  
Hills**

127   
(278)   
[374]

61   
(89)   
[141]

497   
(470)   
[677]



508  
(596)  
[745]



 

264  
(690)  
[594]


222  
(456)  
[396]



40  
(46)  
[66]

89   
(126)   
[108]



396   
(355)   
[351]

**Platte Purchase Drive**

324  
(379)  
[352] 



967  
(940)  
[1129]  

**WB MO 152  
Offramp**

457   
(945)   
[950]

209  
(287)  
[389]

   
537  
(800)  
[785]

182   
(344)   
[382]

# 2031 Turning Movements - AM (PM) [Weekend] Partial Build - DDI - No Access Scenario

1144  
(1185)  
[1397]

**Project 7/8  
Access**

480  
(1193)  
[1022]

435      612  
(676)    (517)  
[738]    [726]

229  
(447)   
[472]

**EB MO 152  
Offramp**

139  
(405)   
[442]

402      186  
(641)    (326)  
[694]    [362]

158      370      78  
(251)    (476)    (99)  
[355]    [449]    [84]

**Fountain  
Hills**

106   
(236)   
[338]

59   
(88)   
[141]

377   
(354)   
[596]

275  
(513)  
[662]

249  
(712)  
[611]

229  
(480)  
[412]

40  
(46)  
[66]

80  
(123)  
[105]

397  
(355)  
[352]

**Platte Purchase Drive**

284      860  
(355)    (829)  
[334]    [1064]

336  
(906)  
[904]

**WB MO 152  
Offramp**

213  
(290)  
[388]

419  
(799)  
[780]

186  
(362)  
[399]

# 2041 Turning Movements - AM (PM) [Weekend] Full Build - DDI - No Access Scenario

1353  
(1365)  
[1533]

**Project 7/8  
Access**

516  
(1287)  
[1042]

510      731  
(781)    (629)  
[856]    [808]

302  
(474)   
[482]

**EB MO 152  
Offramp**

163  
(472)   
[521]

515      238  
(768)    (425)  
[834]    [473]

206      410      78  
(281)    (504)    (99)  
[379]    [472]    [85]

**Fountain  
Hills**

127   
(278)   
[371]

61   
(89)   
[144]

497   
(470)   
[675]

508  
(593)  
[743]

280  
(776)  
[621]

41  
(46)  
[65]

89   
(125)  
[107]

446   
(391)  
[385]

237  
(509)  
[421]

**Platte Purchase Drive**

338      1014  
(396)    (970)  
[363]    [1171]


475   
(1006)  
[968]

**WB MO 152  
Offramp**


225   
(438)  
[491]



271      546  
(373)    (870)  
[506]    [812]

# 2021 Travel Time (Seconds) - AM (PM) [Weekend] Full Build - DDI - No Access Scenario


10  
(10)  
[11]  



### Project 7/8 Access


  
8  
(8)  
[8]

48      52      42  
(72)    (67)    (74)  
[80]    [70]    [73]  
    

### Fountain Hills

61  
(57)  
[58] 

64  
(66)  
[66] 

40  
(41)  
[44] 



51  
(51)  
[51]



 

23  
(37)  
[25]



21  
(37)  
[25]


54  
(58)  
[58]



   
70  
(69)  
[70]



   
76  
(59)  
[60]

## Platte Purchase Drive

73      62  
(73)    (66)  
[58]    [61]  
 


17  
(18)  
[18] 


73  
(73)  
[58]  

   
26  
(34)  
[33]

### EB MO 152 Offramp

### WB MO 152 Offramp

56  
(64)  
[69] 

23  
(27)  
[27] 

66  
(74)  
[74]





25  
(25)  
[26]


 

52  
(61)  
[62]


66  
(74)  
[74]



   
81  
(95)  
[78]

# 2031 Travel Time (Seconds) - AM (PM) [Weekend] Partial Build - DDI - No Access Scenario



10  
(10)  
[11]  



**Project 7/8  
Access**



  
8  
(9)  
[8]

44 (64) [74]      47 (61) [67]      42 (69) [72]  
      

**Fountain  
Hills**

62 (56) [58]  
      

65 (68) [67]  


39 (40) [42]  
      



48 (49) [47]



      

25 (37) [24]



21 (38) [25]


53 (57) [59]



70 (69) [70]  
      



72 (60) [60]  
      

**Platte Purchase Drive**

76 (74) [57]      63 (64) [61]  
      


17 (18) [18]  



76 (74) [57]  
      

24 (35) [33]  
      

**EB MO 152  
Offramp**

**WB MO 152  
Offramp**

51 (60) [66]  


23 (27) [28]  


60 (66) [70]





25 (25) [26]


      

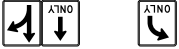
49 (59) [61]

60 (66) [70]


79 (94) [75]  
      

# 2041 Travel Time (Seconds) - AM (PM) [Weekend] Full Build - DDI - No Access Scenario

10  
(10)  
[11]  



49 (73) [88]      52 (68) [75]      43 (74) [74]  



**Project 7/8  
Access**


60 (56) [58]  



**Fountain  
Hills**


53 (58) [59]


64 (66) [66]  



69 (68) [71]  


41 (42) [44]  


81 (59) [61]  



  
8 (9) [8]


  
52 (50) [51]


  
22 (39) [25]


21 (40) [26]


**Platte Purchase Drive**

71 (73) [63]      63 (68) [66]  


17 (18) [18]  



71 (73) [63]  




27 (35) [33]  


58 (70) [78]  



**EB MO 152  
Offramp**


**WB MO 152  
Offramp**

23 (30) [30]  


        
70 (82) [76]      25 (26) [27]


55 (70) [68]

  
70 (82) [76]


83 (97) [84]  






# 2021 Vehicle Delay (Seconds) - AM (PM) [Weekend] Full Build - DDI - No Access Scenario

1  
(1)  
[2]  


**Project 7/8  
Access**



  
1  
(1)  
[1]



43      33  
(43)    (36)  
[28]    [31]  


25  
(33)  
[38] 


**EB MO 152  
Offramp**

4  
(8)  
[8] 


        
36      2  
(44)    (2)  
[44]    [3]


20      26      14  
(45)    (42)    (46)  
[52]    [44]    [45]  
      


**Fountain  
Hills**


31  
(27)  
[29] 

22  
(26)  
[26]

36  
(39)  
[38] 

41  
(40)  
[41] 

12  
(12)  
[15] 



45  
(28)  
[29] 







40      14      9  
(39)    (28)    (25)  
[39]    [15]    [14]


**Platte Purchase Drive**

1      43  
(1)    (43)  
[1]    [28]  
      

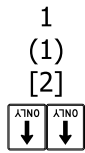
10  
(18)  
[17] 

**WB MO 152  
Offramp**

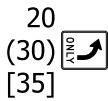
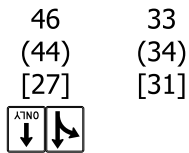
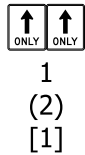
47  
(62)  
[44] 

18      36  
(28)    (44)  
[28]    [44] 

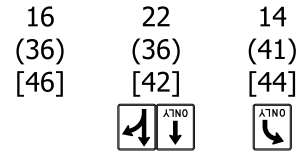
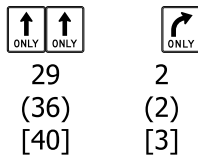
# 2031 Vehicle Delay (Seconds) - AM (PM) [Weekend] Partial Build - DDI - No Access Scenario



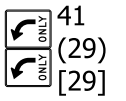
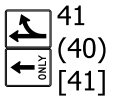
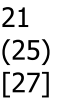
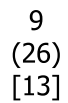
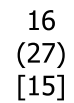
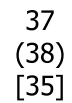
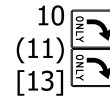
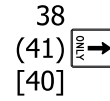
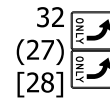
**Project 7/8  
Access**



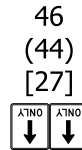
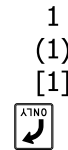
**EB MO 152  
Offramp**



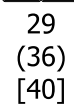
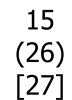
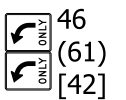
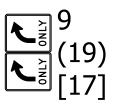
**Fountain  
Hills**




**Platte Purchase Drive**




**WB MO 152  
Offramp**






# 2041 Vehicle Delay (Seconds) - AM (PM) [Weekend] Full Build - DDI - No Access Scenario

2  
(1)  
[2]  



## Project 7/8 Access


  
1  
(2)  
[1]

21 (45) [61]      27 (43) [50]      15 (46) [46]  
      

31 (27) [29] 

## Fountain Hills

36 (39) [39] 

12 (13) [15] 



40 (38) [40]

13 (30) [16]


9 (28) [14]


   
40 (39) [42]

   
50 (28) [30]


21 (26) [27]

## Platte Purchase Drive

41 (43) [32]      34 (38) [36]  


27 (40) [47] 

## EB MO 152 Offramp


5 (11) [11] 



 

40 (52) [46]







2 (3) [3]

1 (2) [2] 

41 (43) [32]  

## WB MO 152 Offramp

   
11 (19) [18]

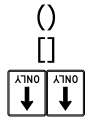
   
49 (64) [50]

21 (37) [34]

40 (52) [46]

# 2021 Average Queue - AM (PM) [Weekend] Full Build - DDI - No Access Scenario

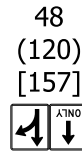


**Project 7/8  
Access**



( )  
[ ]

47  
(119)  
[157]



**Fountain  
Hills**

4  
(19)  
[14]



16  
(25)  
[34]



21  
(30)  
[29]

10  
(17)  
[27]



21  
(30)  
[29]



17  
(16)  
[29]



62  
(35)  
[34]



62  
(72)  
[90]



17  
(111)  
[47]

18  
(113)  
[48]

**Platte Purchase Drive**

36  
(78)  
[32]

3  
(20)  
[7]



35  
(38)  
[44]

131  
(114)  
[136]



15  
(61)  
[67]



**EB MO 152  
Offramp**

**WB MO 152  
Offramp**

2  
(9)  
[14]



1  
(11)  
[12]



21  
(47)  
[46]



0  
(0)  
[0]



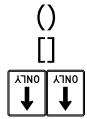
2  
(10)  
[21]

39  
(64)  
[84]

12  
(25)  
[33]



# 2031 Average Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - No Access Scenario

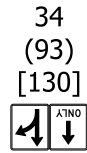


**Project 7/8  
Access**



()  
[]

32  
(93)  
[130]



**Fountain  
Hills**

4  
(18)  
[15]



14  
(21)  
[30]



19  
(29)  
[29]

10  
(17)  
[28]



19  
(29)  
[29]



11  
(10)  
[22]



56  
(36)  
[34]



33  
(60)  
[71]



18  
(118)  
[48]

19  
(120)  
[49]

**Platte Purchase Drive**

35  
(72)  
[32]

2  
(13)  
[4]



27  
(30)  
[35]



118  
(93)  
[126]



7  
(59)  
[57]



**EB MO 152  
Offramp**

**WB MO 152  
Offramp**

1  
(9)  
[12]



1  
(13)  
[15]



16  
(43)  
[44]



0  
(0)  
[0]

0  
(5)  
[15]

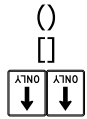


22  
(50)  
[71]

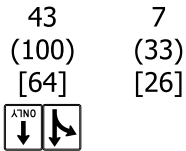
10  
(23)  
[31]



# 2041 Average Queue - AM (PM) [Weekend] Full Build - DDI - No Access Scenario



**Project 7/8  
Access**



**EB MO 152  
Offramp**



**Fountain  
Hills**



**Platte Purchase Drive**

**WB MO 152  
Offramp**



3  
(18)  
[26]

2  
(22)  
[26]

28  
(76)  
[66]

0  
(1)  
[1]

49  
(122)  
[185]

50  
(122)  
[186]

4  
(20)  
[15]

16  
(25)  
[33]

10  
(17)  
[28]

18  
(17)  
[30]



63  
(70)  
[90]

17  
(144)  
[52]

18  
(146)  
[54]

42  
(40)  
[58]

140  
(118)  
[154]



15  
(66)  
[65]

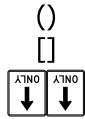
15  
(36)  
[48]

20  
(29)  
[30]

20  
(29)  
[30]

75  
(38)  
[38]

# 2021 Max Queue - AM (PM) [Weekend] Full Build - DDI - No Access Scenario



**Project 7/8  
Access**



( )  
[ ]

358 (597) [840]  
358 (598) [841]  
121 (335) [321]



107 (186) [207]



**Fountain  
Hills**

214 (265) [287]

146 (149) [230]



214 (265) [287]



200 (226) [360]



427 (234) [193]



252 (370) [531]  
248 (667) [499]  
251 (670) [502]

**Platte Purchase Drive**

665 (665) [665]  
515 (516) [516]



197 (335) [324]



**EB MO 152  
Offramp**

597 (602) [764]  
677 (682) [844]



242 (760) [659]



**WB MO 152  
Offramp**

118 (305) [458]



265 (348) [380]  
0 (79) [149]

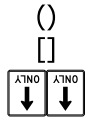
356 (509) [514]  
497 (651) [656]



125 (319) [277]



# 2031 Max Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - No Access Scenario



**Project 7/8  
Access**



( )  
[ ]

267 (544) [662]      268 (545) [663]      144 (380) [325]



105 (142) [190]



**Fountain  
Hills**

227 (305) [305]

128 (168) [203]



227 (305) [305]

161 (141) [202]



240 (231) [225]



181 (273) [355]      249 (806) [529]      252 (808) [532]

**Platte Purchase Drive**

665 (665) [665]      516 (516) [516]



544 (652) [712]      624 (731) [792]



109 (372) [400]



160 (430) [537]



**EB MO 152  
Offramp**

**WB MO 152  
Offramp**

99 (290) [463]



251 (386) [440]      0 (108) [178]



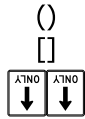
120 (485) [480]      262 (627) [622]

122 (212) [245]

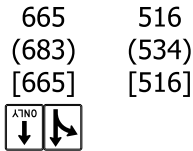




# 2041 Max Queue - AM (PM) [Weekend] Full Build - DDI - No Access Scenario



**Project 7/8  
Access**



**EB MO 152  
Offramp**



343  
(501)  
[547]

81  
(239)  
[285]

**Platte Purchase Drive**

321  
(620)  
[884]

322  
(620)  
[885]

106  
(447)  
[512]



**Fountain  
Hills**

106  
(186)  
[192]



146  
(161)  
[246]



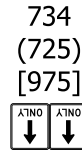
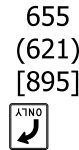
198  
(228)  
[286]



331  
(293)  
[406]

263  
(795)  
[495]

266  
(798)  
[498]



**WB MO 152  
Offramp**



311  
(445)  
[514]

453  
(587)  
[656]

162  
(469)  
[435]



173  
(477)  
[439]



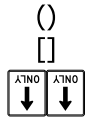
313  
(492)  
[1049]



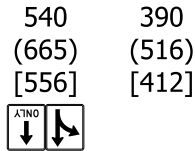
196  
(331)  
[577]



# 2021 95% Queue - AM (PM) [Weekend] Full Build - DDI - No Access Scenario



**Project 7/8  
Access**



**EB MO 152  
Offramp**



**Fountain  
Hills**



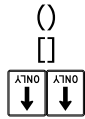
**Platte Purchase Drive**

**WB MO 152  
Offramp**

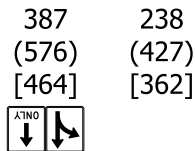


Location	AM (PM)	Weekend
Project 7/8 Access	( )	[ ]
EB MO 152 Offramp	540 (665) [556]	390 (516) [412]
WB MO 152 Offramp	460 (497) [593]	569 (577) [673]
Fountain Hills	85 (147) [170]	160 (208) [204]
Platte Purchase Drive	250 (526) [745]	251 (527) [746]
Platte Purchase Drive	83 (127) [137]	
Platte Purchase Drive	104 (126) [182]	160 (208) [204]
Platte Purchase Drive	136 (139) [184]	250 (195) [171]
Platte Purchase Drive	233 (313) [357]	228 (551) [394]
Platte Purchase Drive	230 (554) [397]	
Platte Purchase Drive	106 (240) [247]	185 (418) [479]
Platte Purchase Drive	64 (224) [222]	96 (184) [205]
Platte Purchase Drive	232 (287) [317]	0 (0) [0]
Platte Purchase Drive	167 (377) [388]	308 (519) [529]

# 2031 95% Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - No Access Scenario



**Project 7/8  
Access**



**EB MO 152  
Offramp**



185	0
(310)	(0)
[328]	[78]

**Platte Purchase Drive**

222	223	82
(392)	(393)	(164)
[529]	[529]	[163]



**Fountain  
Hills**

85
(124)
[168]



113
(146)
[170]



100
(106)
[161]



151	207	210
(243)	(542)	(545)
[312]	[398]	[401]



449	558
(400)	(480)
[574]	[653]

**WB MO 152  
Offramp**



66	208
(315)	(457)
[382]	[524]

82
(216)
[300]



61
(207)
[276]



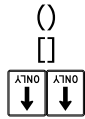
110
(331)
[381]



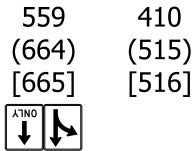
85
(163)
[189]



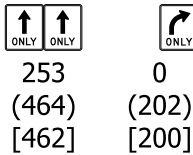
# 2041 95% Queue - AM (PM) [Weekend] Full Build - DDI - No Access Scenario



**Project 7/8  
Access**

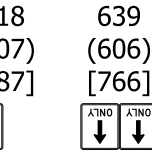
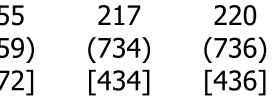


**EB MO 152  
Offramp**



**Platte Purchase Drive**

**Fountain  
Hills**



**WB MO 152  
Offramp**



110  
(380)  
[319]

80  
(295)  
[330]

272  
(487)  
[878]

273  
(487)  
[879]

77  
(274)  
[454]

85  
(129)  
[169]

104  
(128)  
[224]

164  
(139)  
[219]



255  
(259)  
[372]

518  
(507)  
[687]

226  
(405)  
[448]



217  
(734)  
[434]

639  
(606)  
[766]

368  
(547)  
[589]



220  
(736)  
[436]

205  
(376)  
[1046]

126  
(245)  
[370]

167  
(189)  
[229]

167  
(189)  
[229]

421  
(207)  
[231]

205  
(376)  
[1046]


126  
(245)  
[370]

167  
(189)  
[229]

167  
(189)  
[229]


421  
(207)  
[231]

# 2021 Turning Movements - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario


1295  
(1326)  
[1493]  




208  
(281)  
[384]

396  
(489)  
[459]  


75  
(96)  
[81]  



## Project 7/8 Access



23  
(29)  
[43]  




123  
(269)  
[365]  
  




## Fountain Hills

15  
(15)  
[20]

61  
(91)  
[144]  



90  
(124)  
[107]  
  


502  
(478)  
[681]  
  


397  
(360)  
[355]  
  


  
843  
(1483)  
[1449]


  
144  
(237)  
[263]

  
505  
(594)  
[735]


  
287  
(711)  
[633]


75  
(213)  
[124]


## Platte Purchase Drive



455  
(681)  
[741]  


698  
(617)  
[790]

320  
(379)  
[351]  



972  
(948)  
[1142]  


287  
(430)  
[460]  


462  
(932)  
[940]  
  


## EB MO 152 Offramp

## WB MO 152 Offramp



130  
(374)  
[412]  


  
451  
(643)  
[697]

  
188  
(328)  
[364]

211  
(285)  
[384]

  
526  
(788)  
[772]

181  
(350)  
[389]  
  


# 2031 Turning Movements - AM (PM) [Weekend] Partial Build - DDI - RIRO Access Scenario

1144  
(1198)  
[1402]

**Project 7/8  
Access**

23  
(29)  
[43]

599  
(1437)  
[1456]      149  
(251)  
[290]

442      611  
(690)      (523)  
[774]      [727]

223  
(442)  
[484]

**EB MO 152  
Offramp**

140  
(407)  
[453]

401      189  
(633)      (328)  
[687]      [363]

162      370      77  
(251)      (475)      (98)  
[358]      [448]      [82]

**Fountain  
Hills**

104  
(227)  
[330]

16  
(14)  
[20]

58  
(90)  
[144]

82  
(122)  
[105]

380  
(362)  
[601]

396  
(360)  
[354]

278      270  
(513)      (739)  
[684]      [679]      74  
(220)  
[135]

**Platte Purchase Drive**

283      861  
(356)      (842)  
[333]      [1069]

335  
(898)  
[960]

**WB MO 152  
Offramp**

191  
(369)  
[432]

211      412  
(285)      (790)  
[386]      [786]

# 2041 Turning Movements - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario

1358  
(1379)  
[1538]

208  
(282)  
[385]

409  
(506)  
[473]

75  
(98)  
[83]

**Project 7/8  
Access**

23  
(29)  
[43]

123  
(268)  
[366]

**Fountain  
Hills**

16  
(15)  
[21]

61  
(91)  
[144]

91  
(125)  
[107]

502  
(478)  
[680]

447  
(395)  
[387]

874  
(1623)  
[1510]

143  
(237)  
[264]

506  
(593)  
[740]

301  
(793)  
[663]

90  
(264)  
[148]

**Platte Purchase Drive**

509  
(789)  
[859]

735  
(636)  
[808]

335  
(396)  
[362]

1021  
(984)  
[1176]

299  
(474)  
[484]

**EB MO 152  
Offramp**

475  
(995)  
[966]

165  
(474)  
[523]

513  
(760)  
[823]

238  
(427)  
[476]

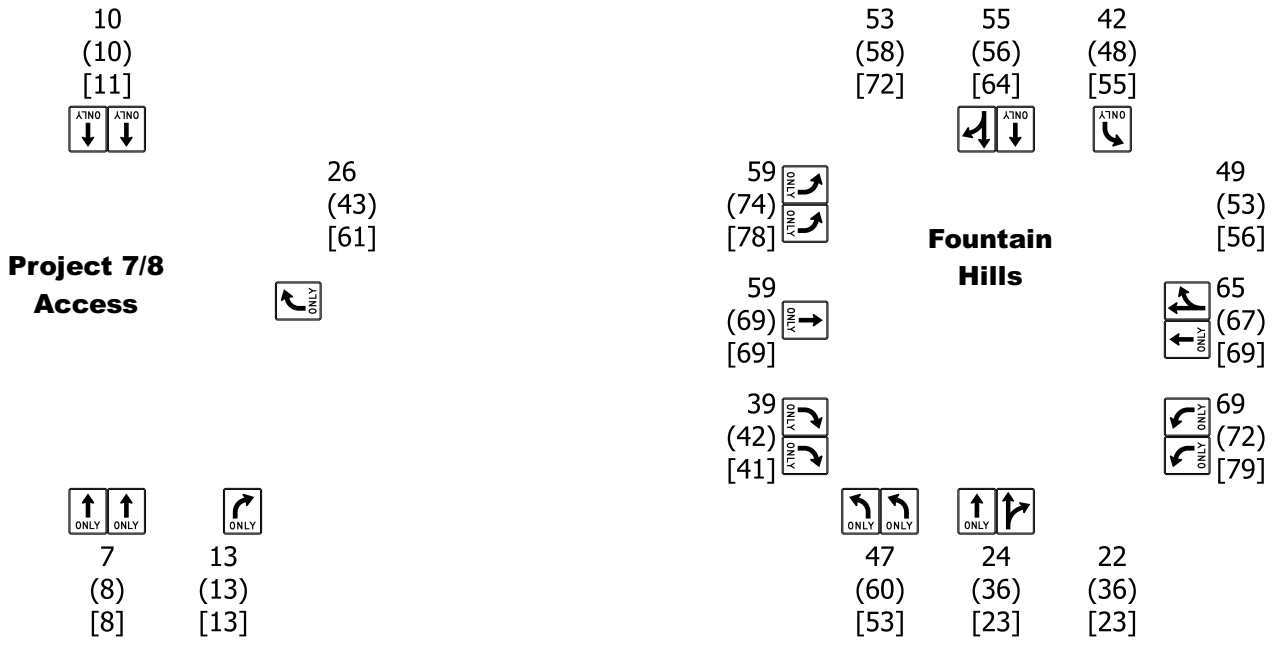
**WB MO 152  
Offramp**

223  
(441)  
[491]

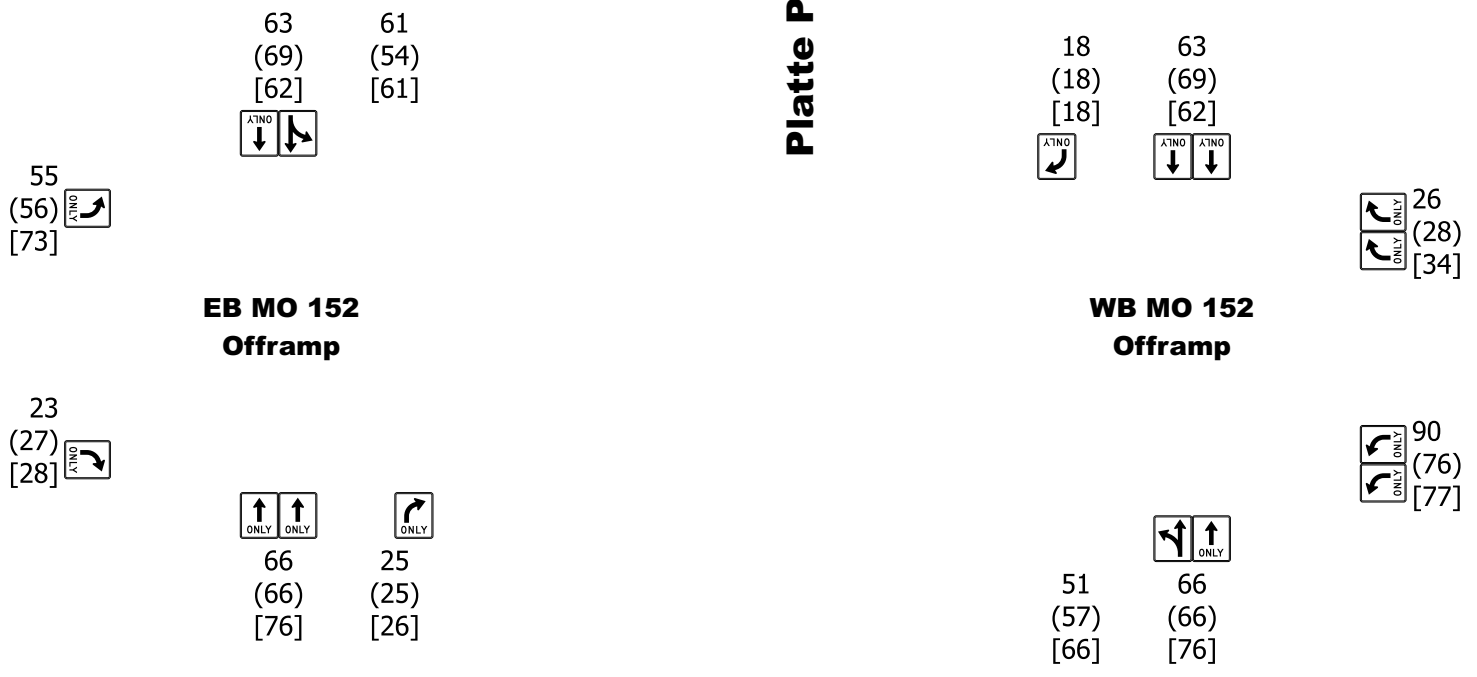
269  
(369)  
[498]

543  
(866)  
[809]

# 2021 Travel Time (Seconds) - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario

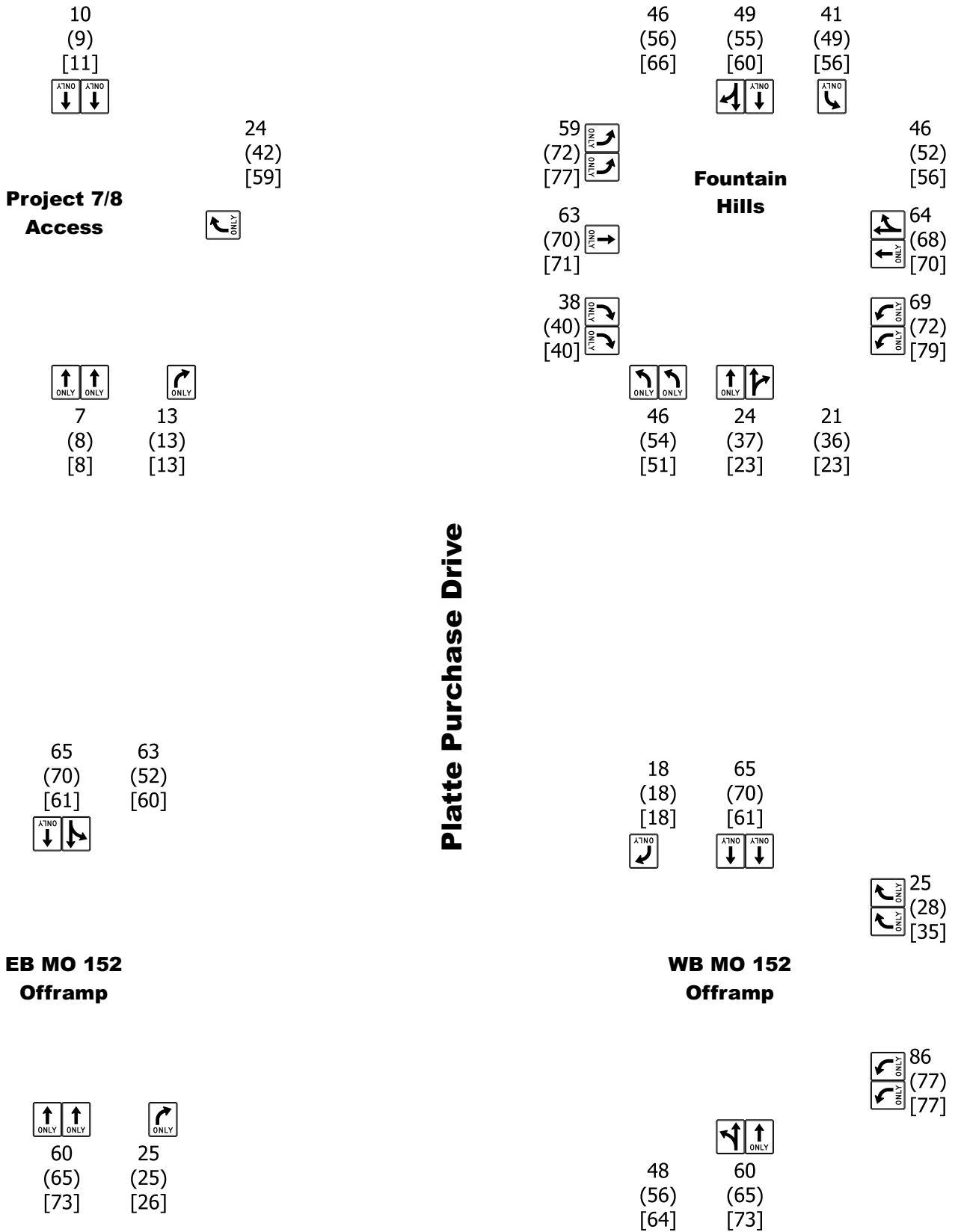


## Platte Purchase Drive



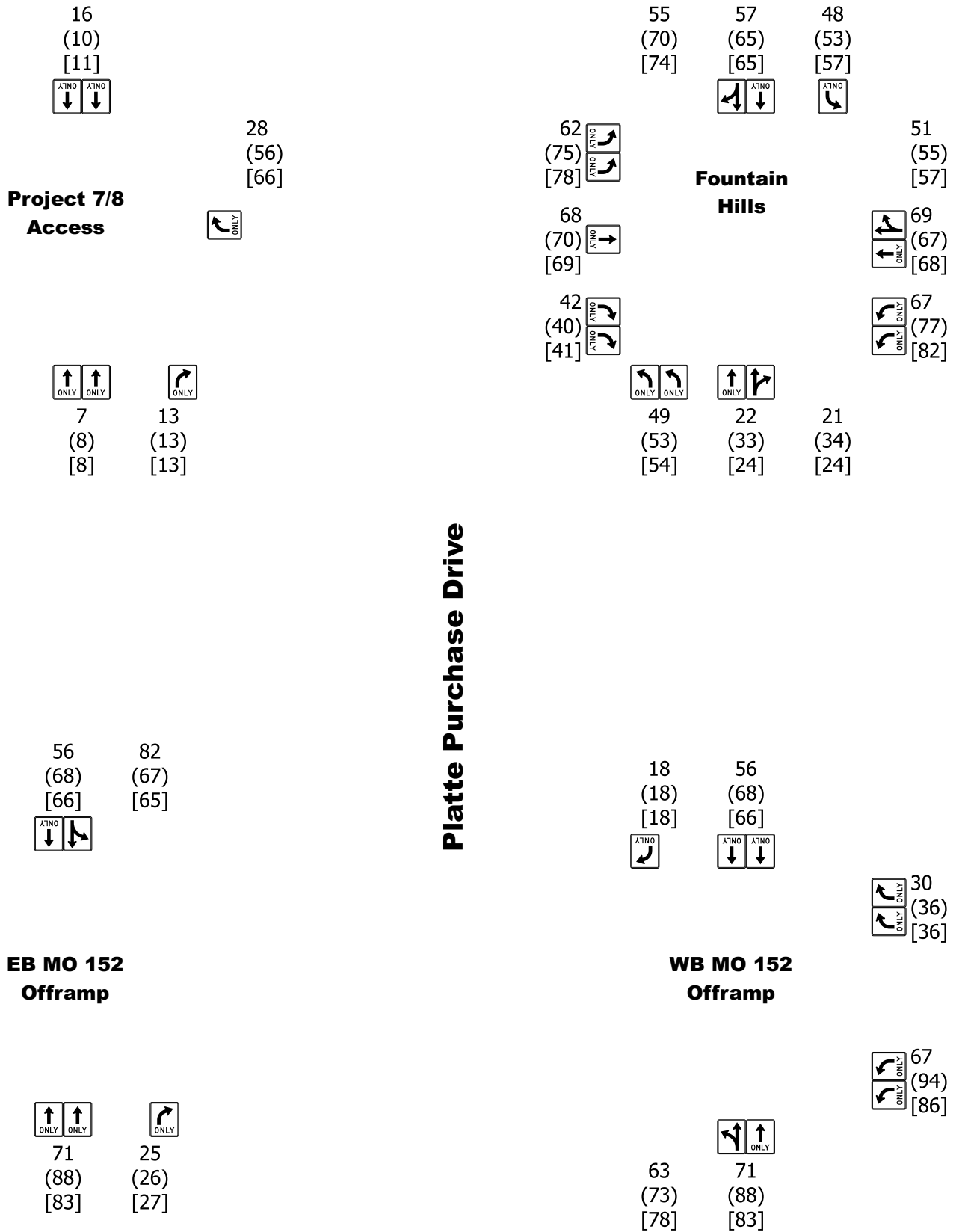


# 2031 Travel Time (Seconds) - AM (PM) [Weekend] Partial Build - DDI - RIRO Access Scenario

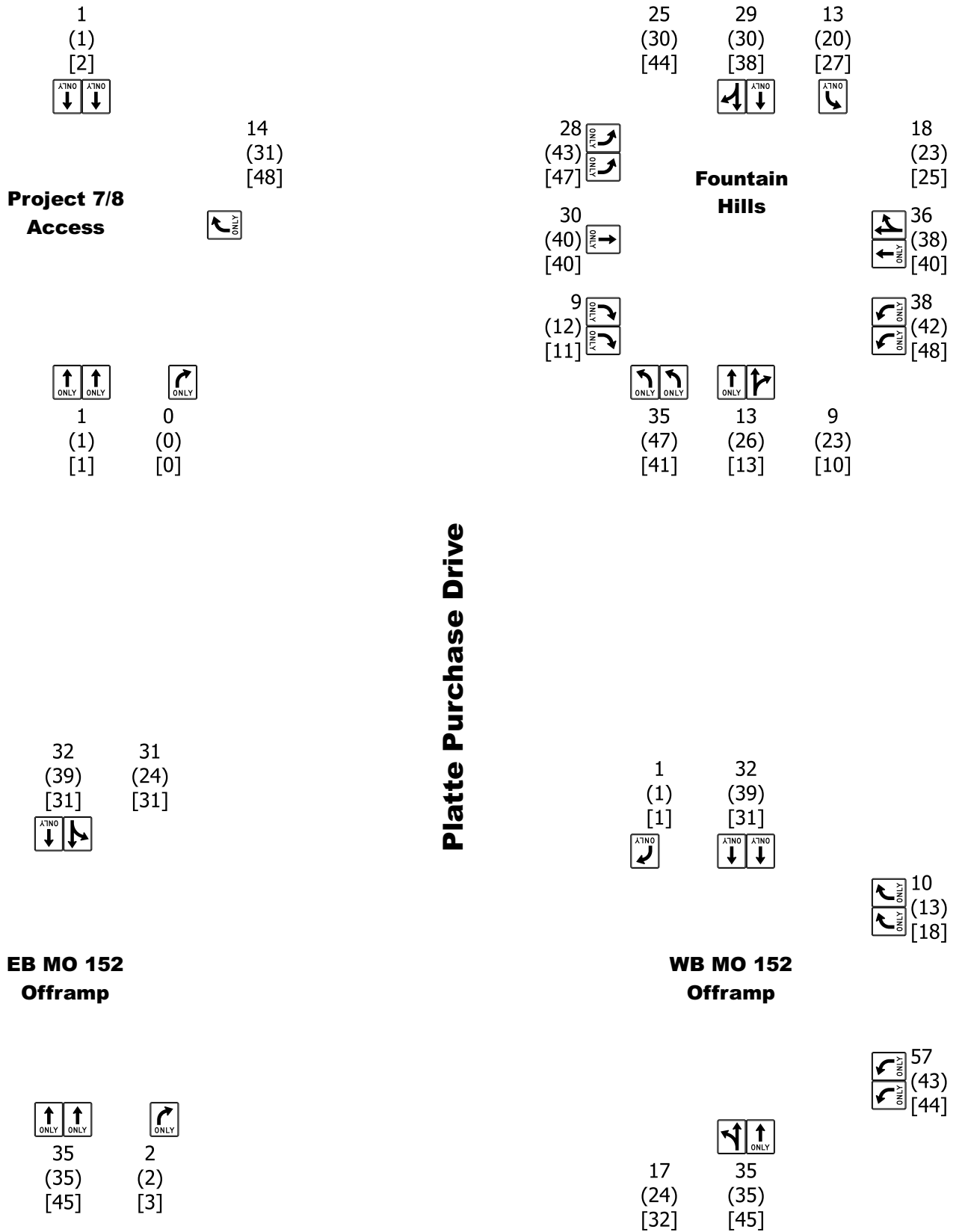


**Platte Purchase Drive**

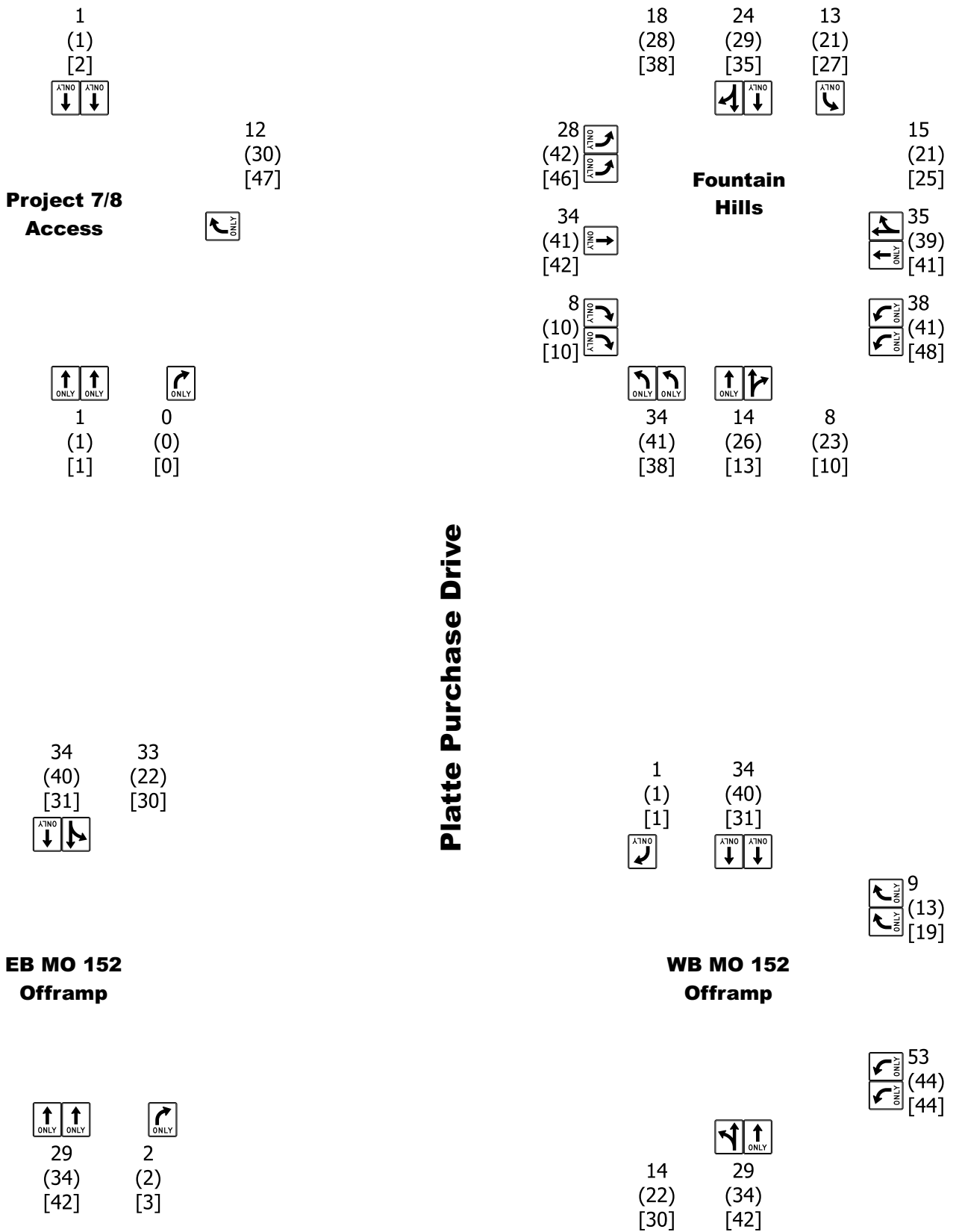
# 2041 Travel Time (Seconds) - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario



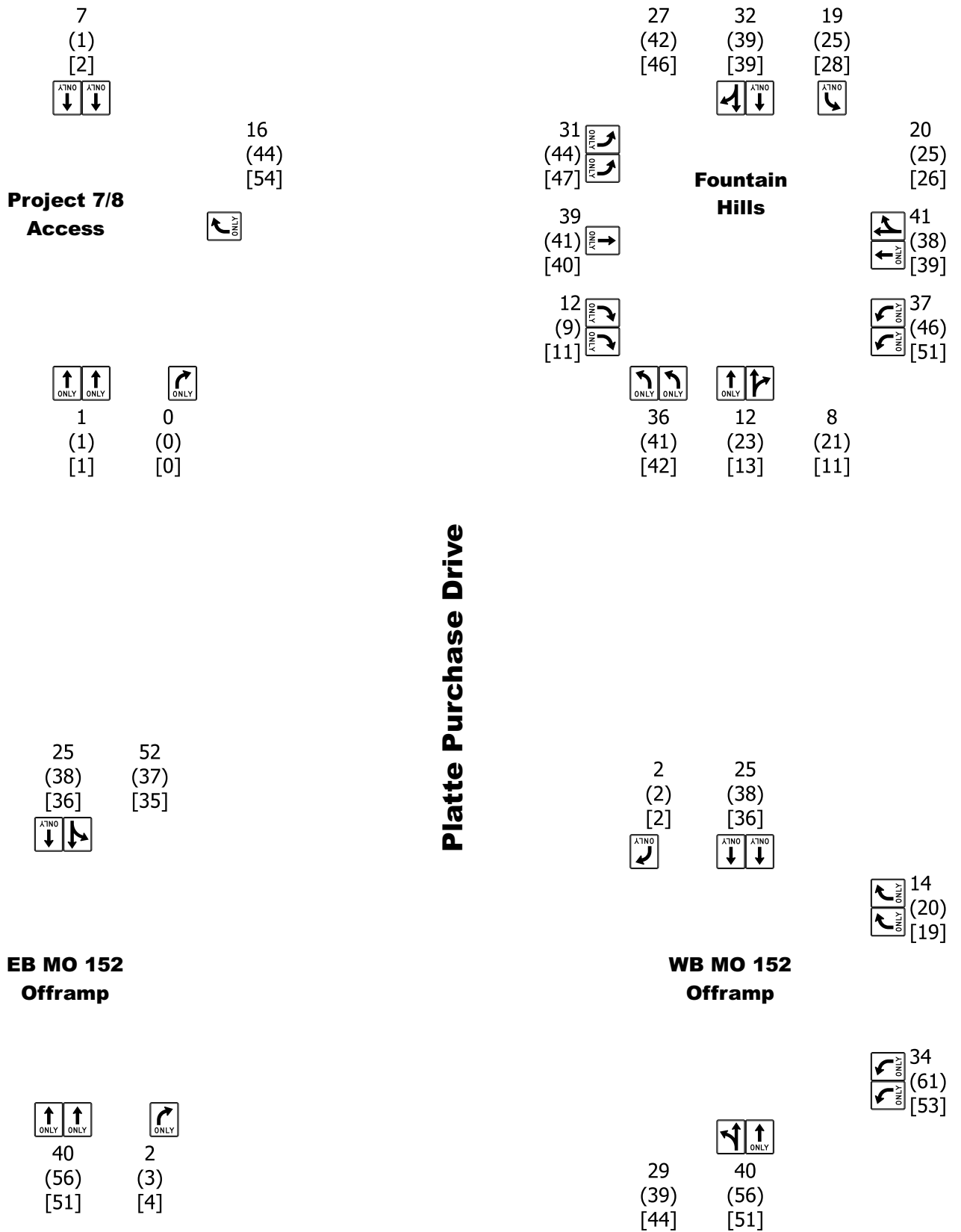
# 2021 Vehicle Delay (Seconds) - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario



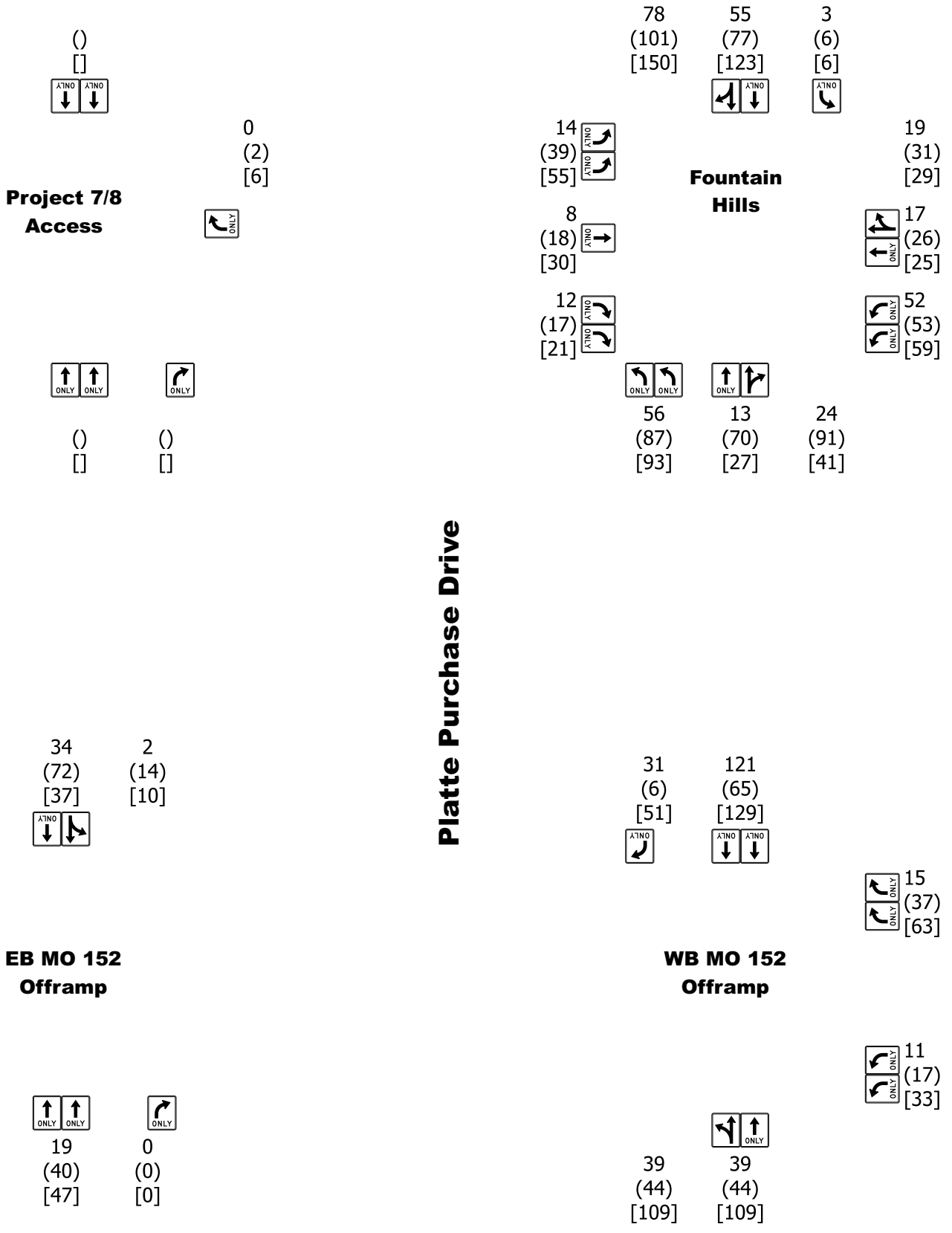
# 2031 Vehicle Delay (Seconds) - AM (PM) [Weekend] Partial Build - DDI - RIRO Access Scenario



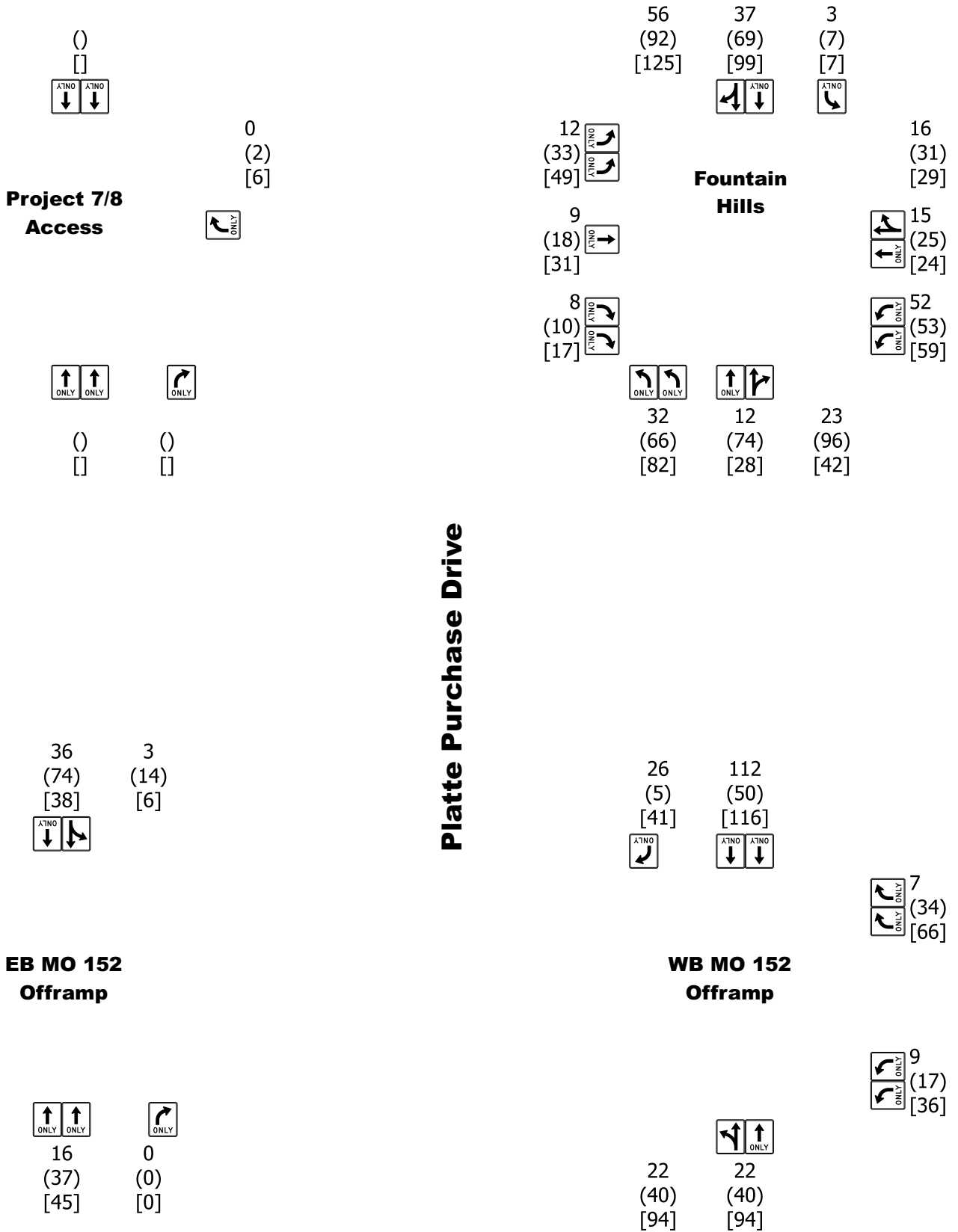
# 2041 Vehicle Delay (Seconds) - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario



# 2021 Average Queue - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario

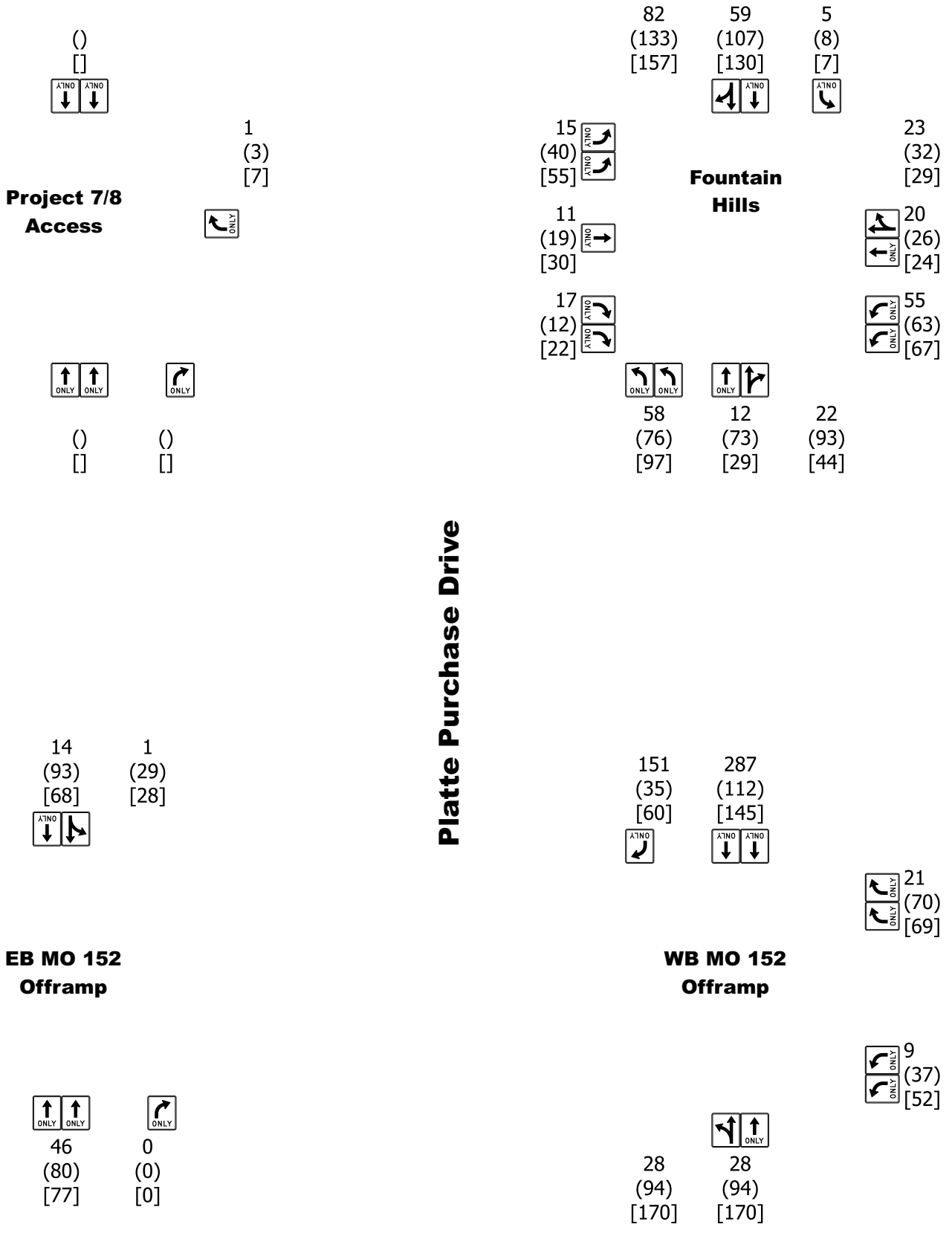


# 2031 Average Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - RIRO Access Scenario



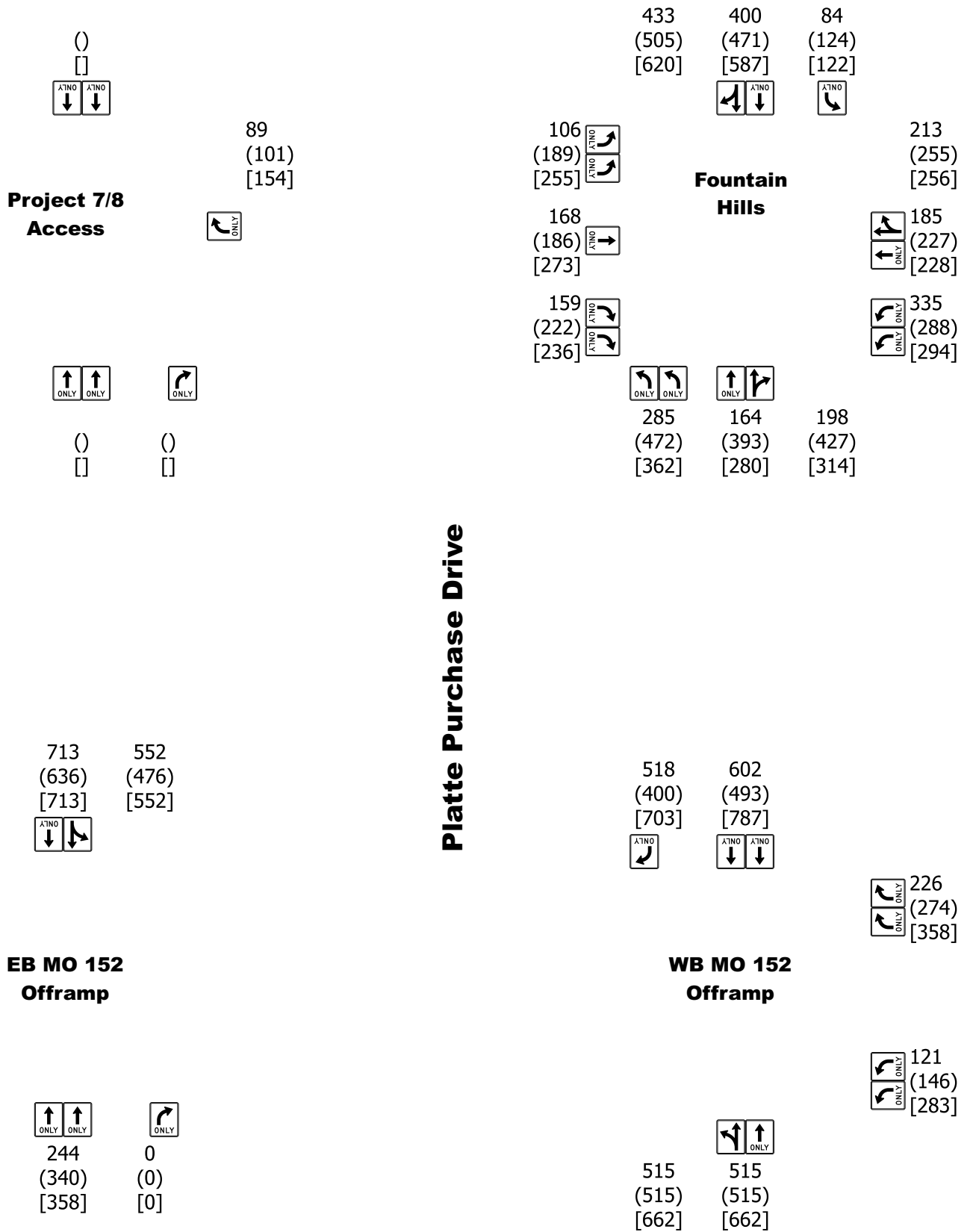
**Platte Purchase Drive**

# 2041 Average Queue - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario

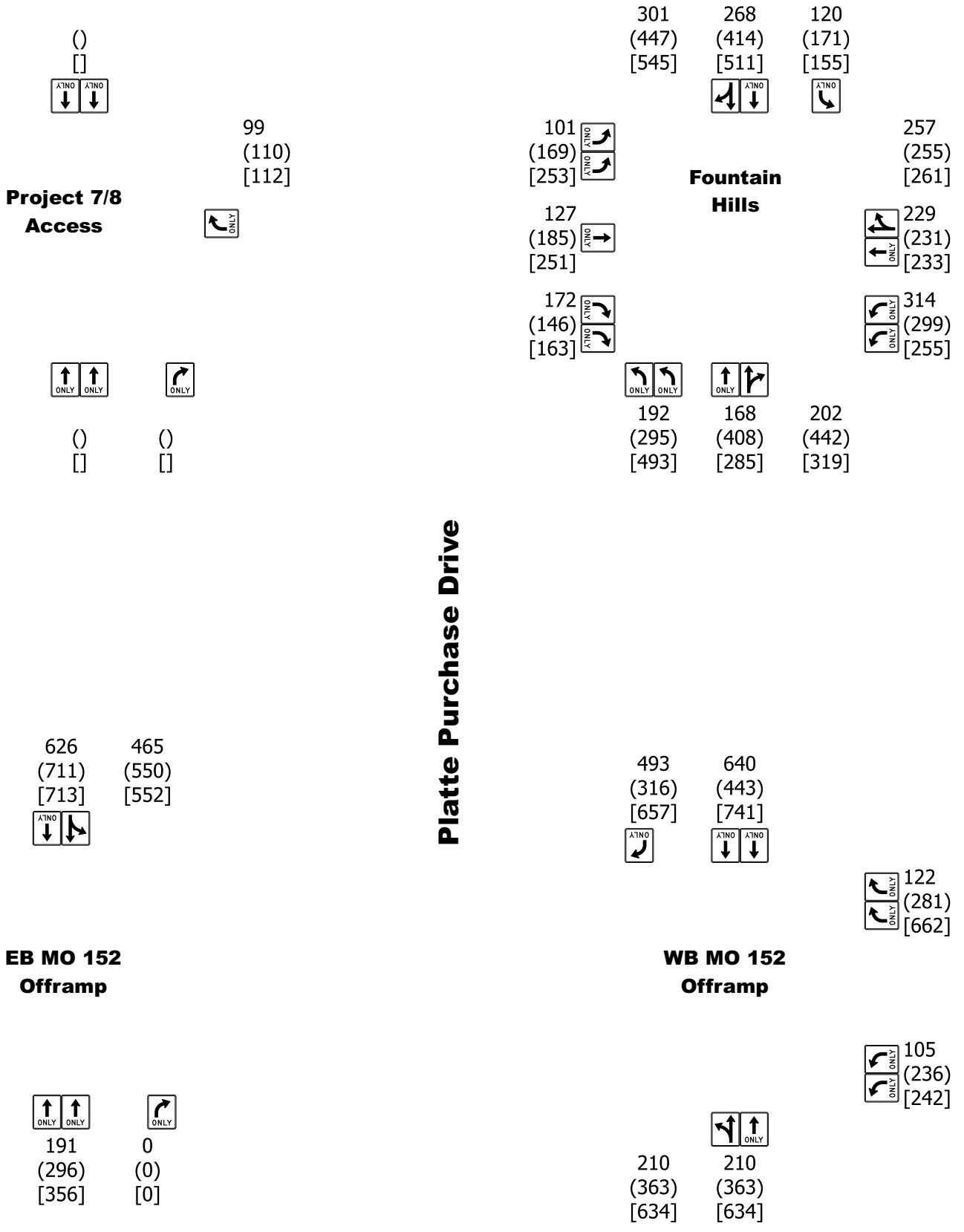




# 2021 Max Queue - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario

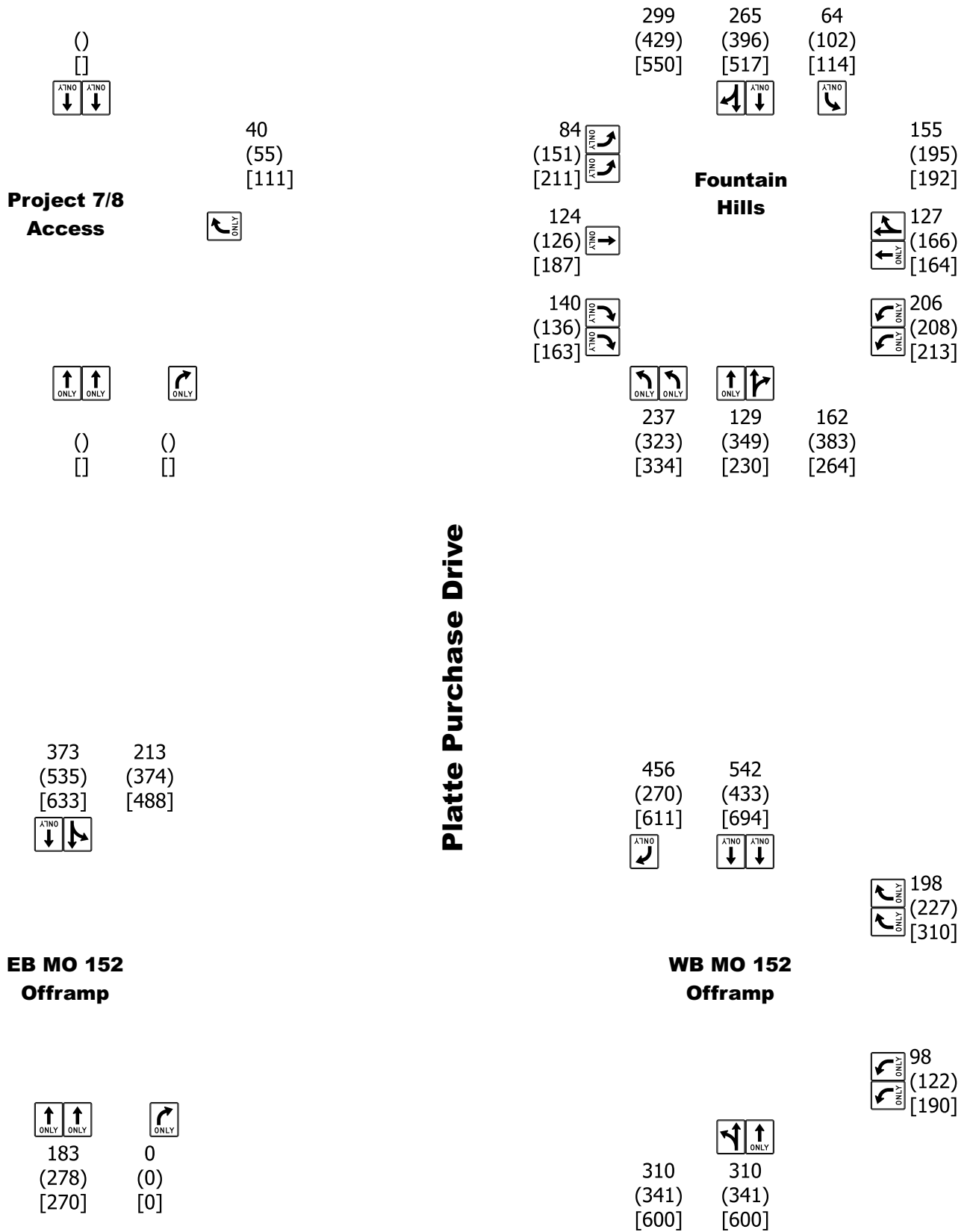


# 2031 Max Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - RIRO Access Scenario

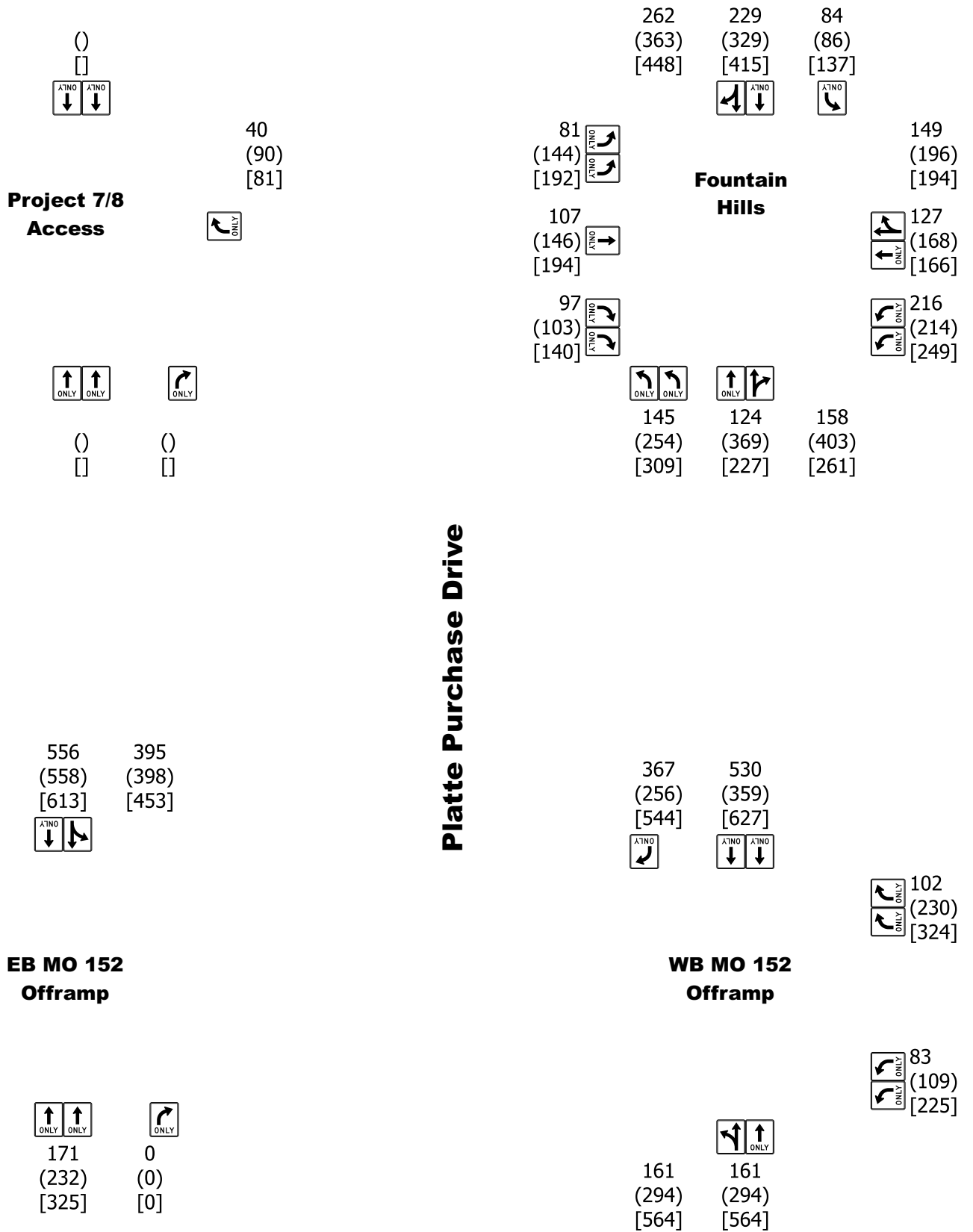




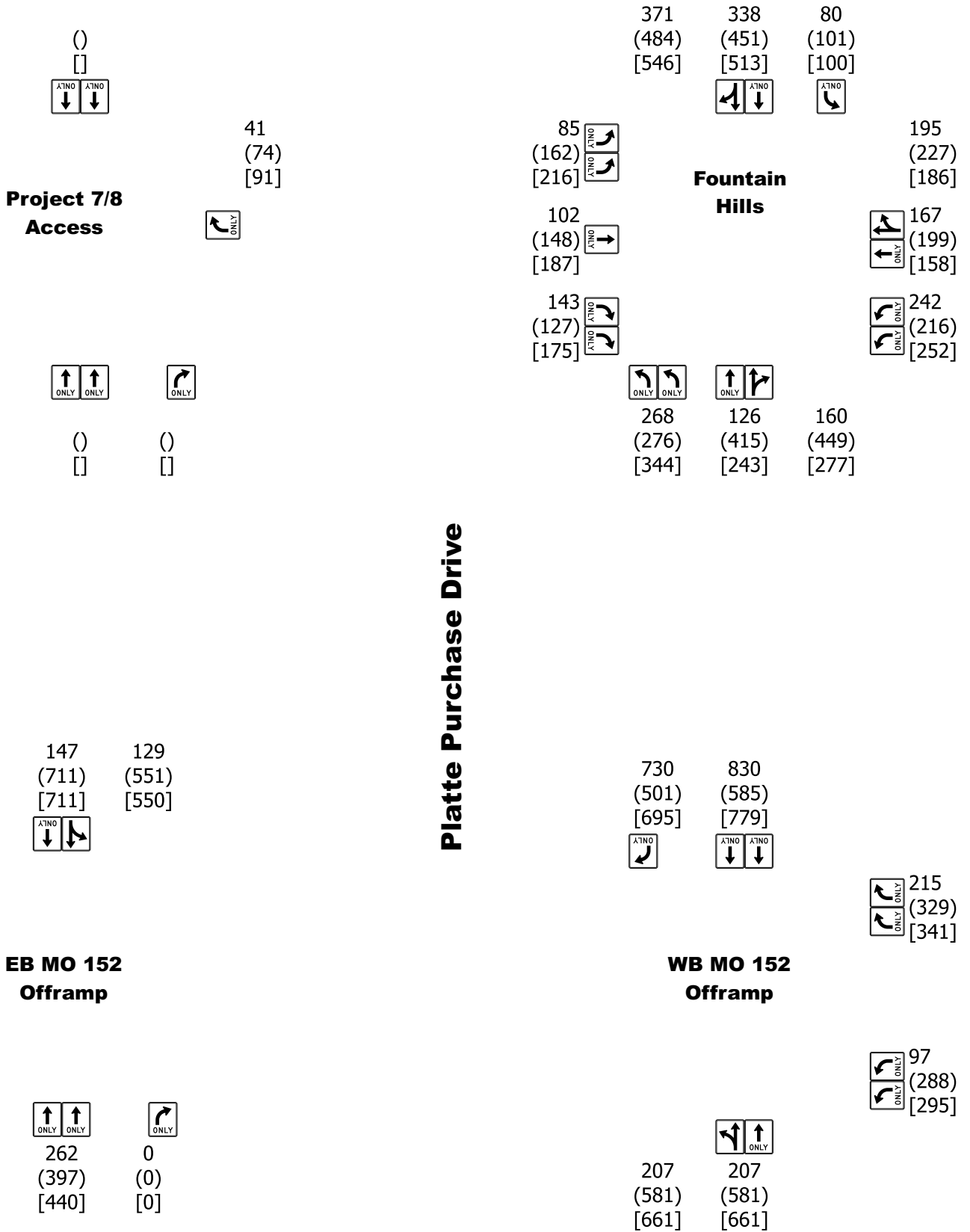
# 2021 95% Queue - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario



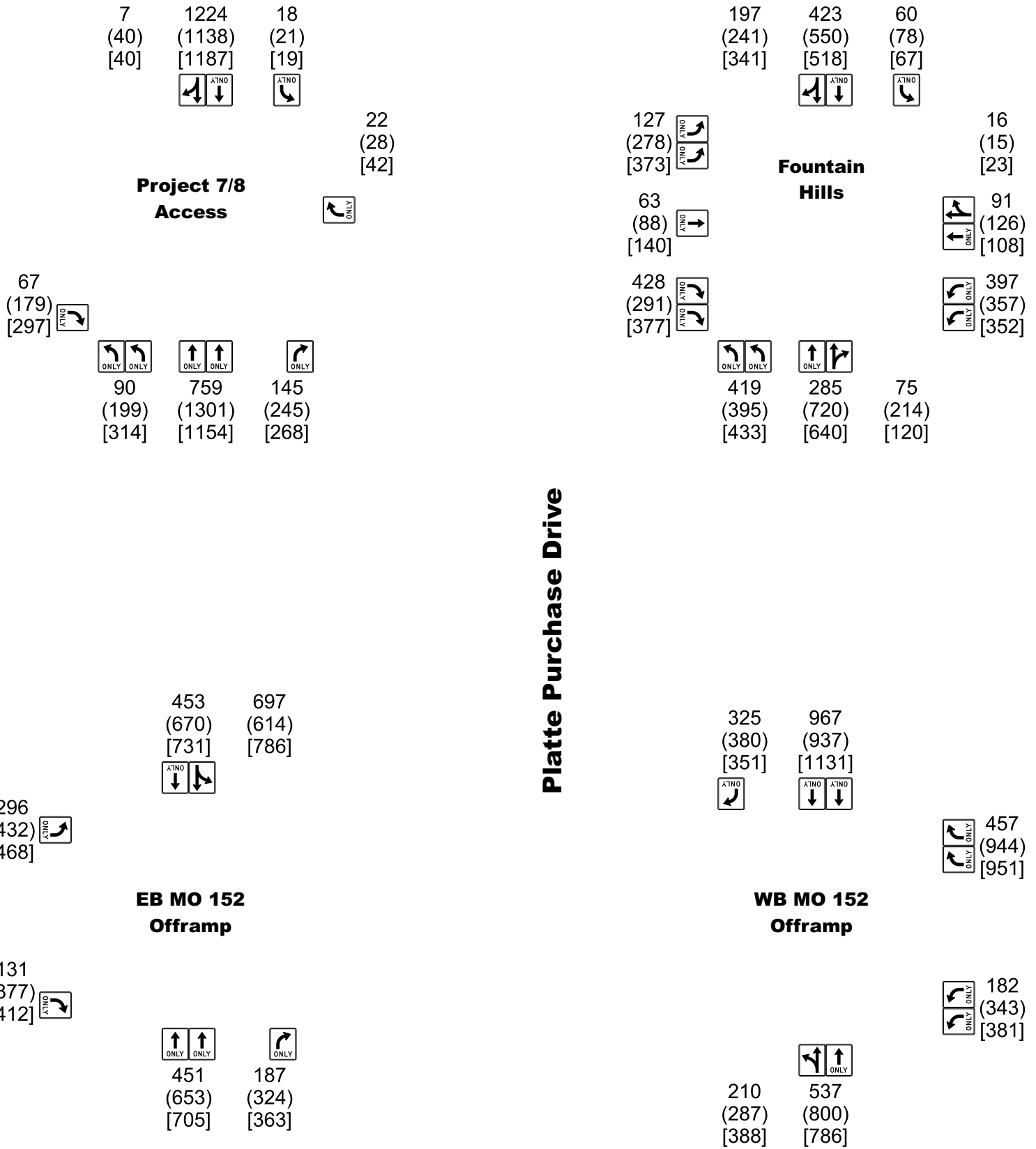
# 2031 95% Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - RIRO Access Scenario



# 2041 95% Queue - AM (PM) [Weekend] Full Build - DDI - RIRO Access Scenario

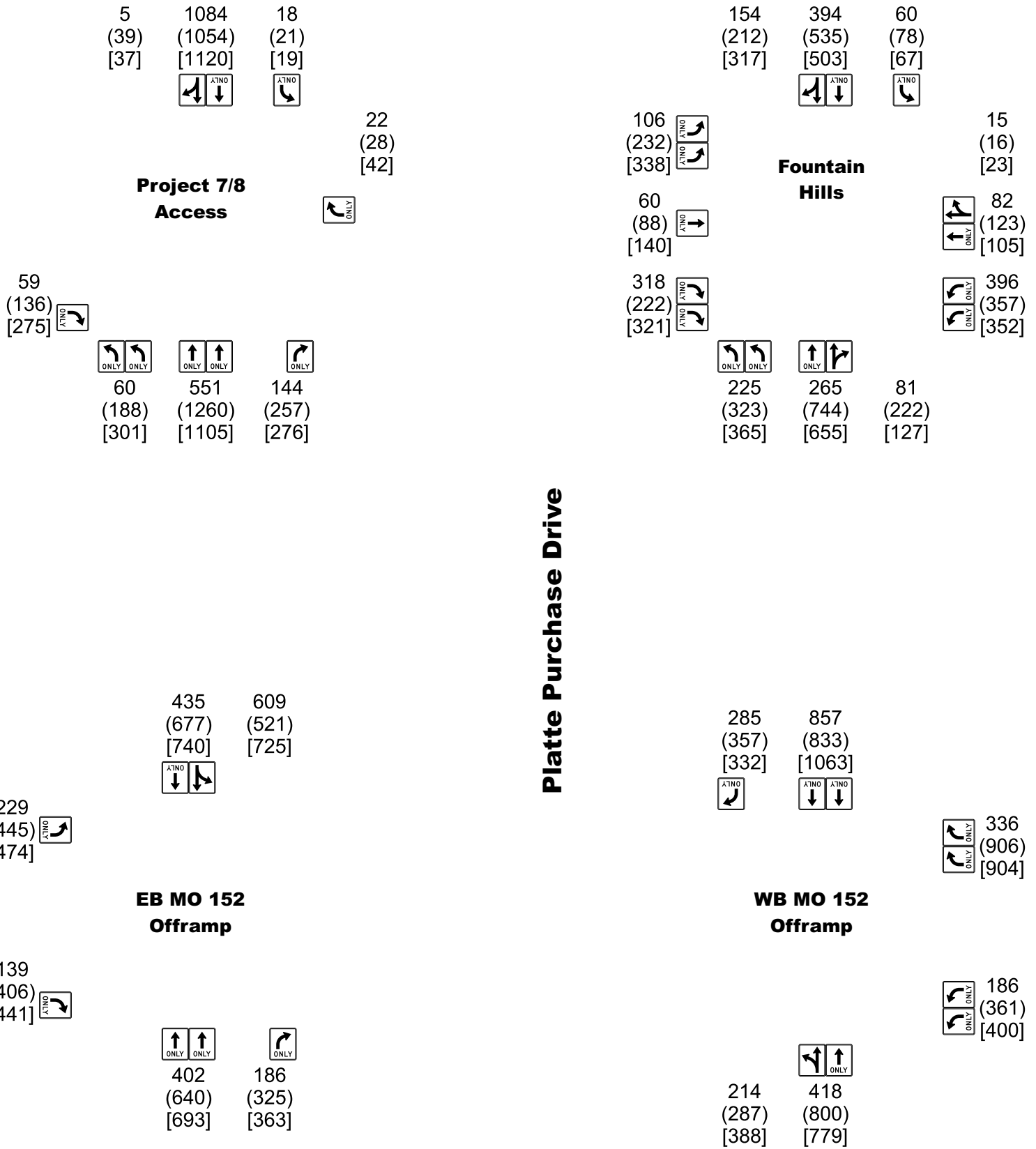


# 2021 Turning Movements - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario



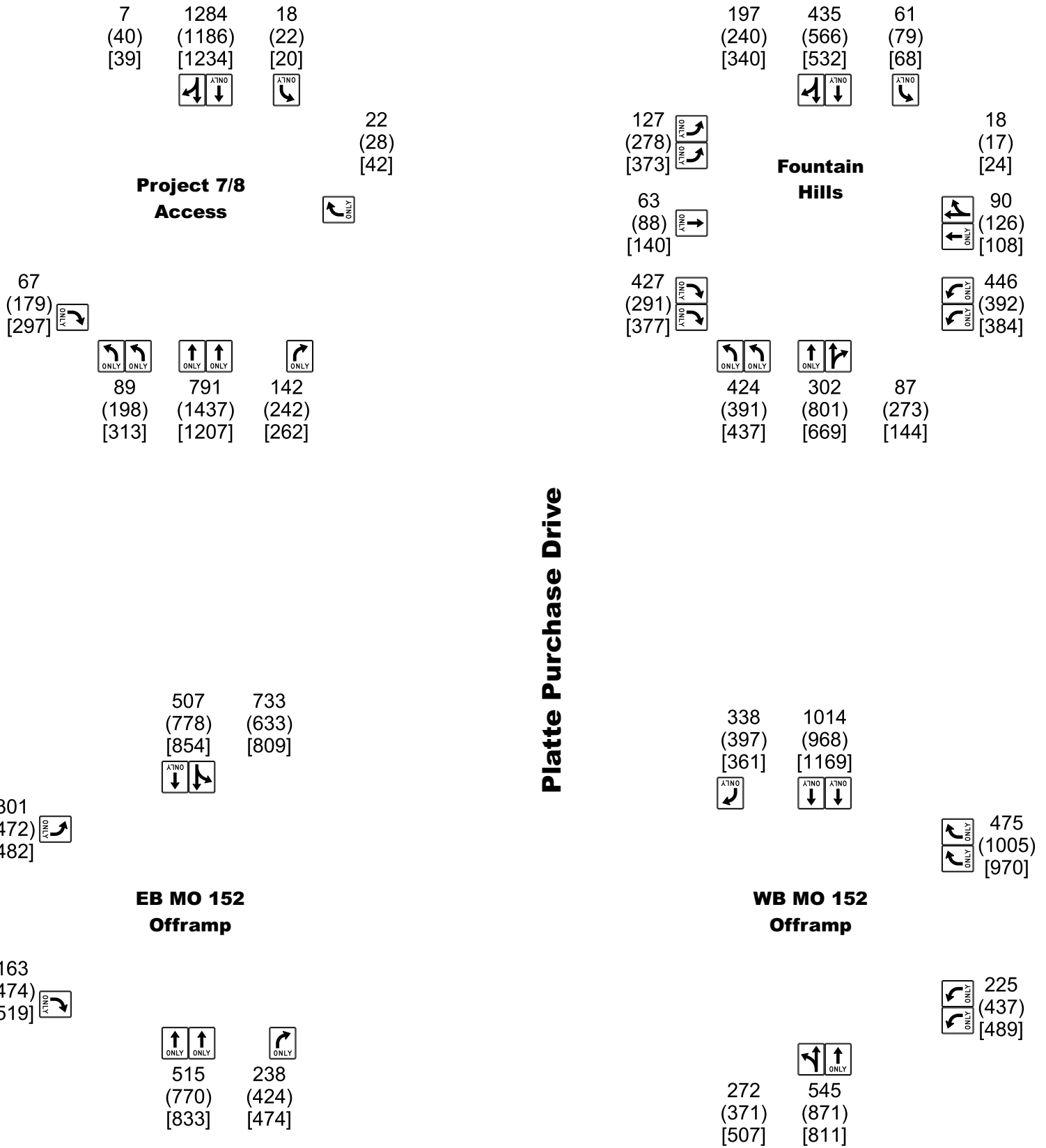
**Platte Purchase Drive**

# 2031 Turning Movements - AM (PM) [Weekend] Partial Build - DDI - Three Quarter Access Scenario

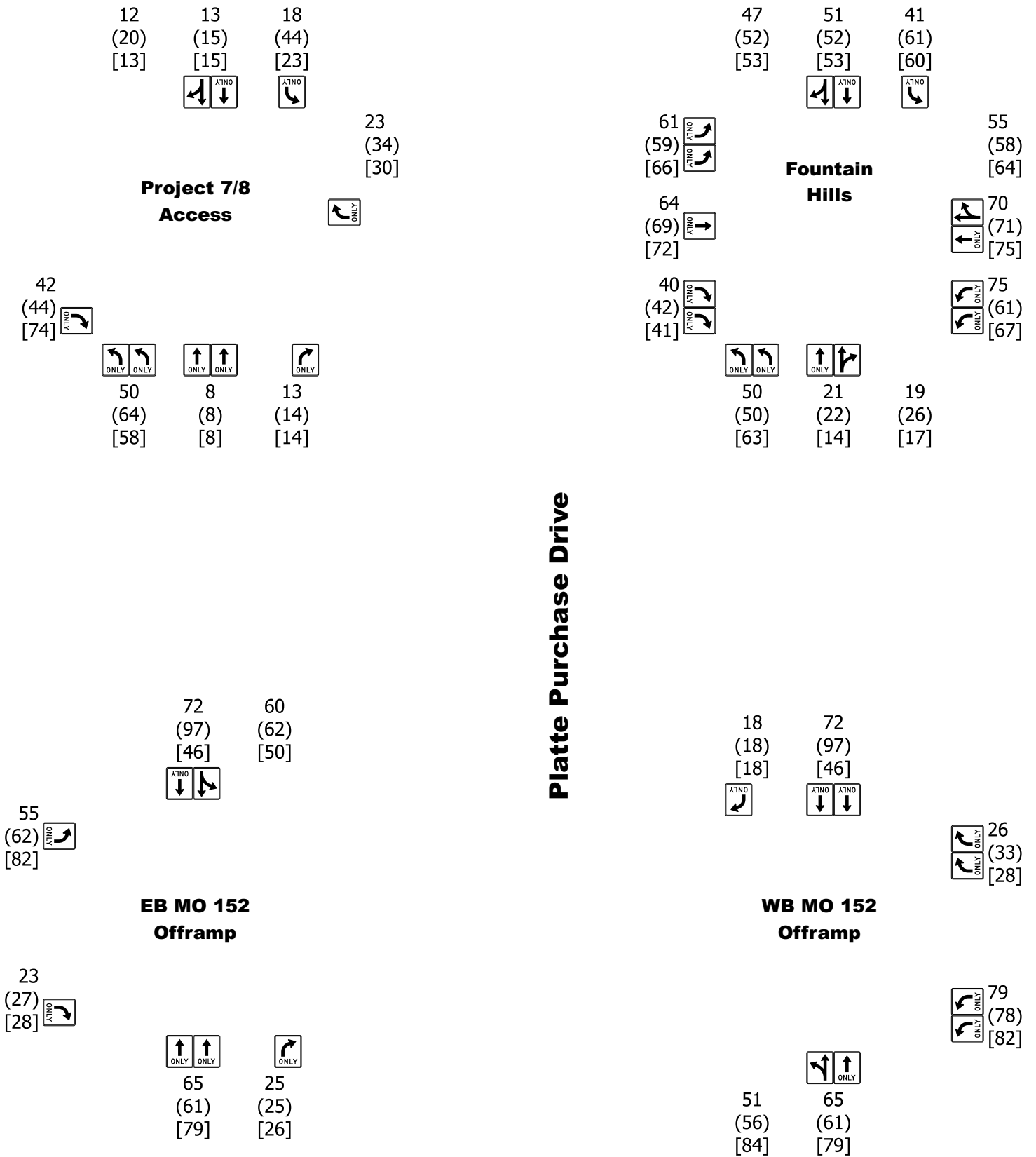




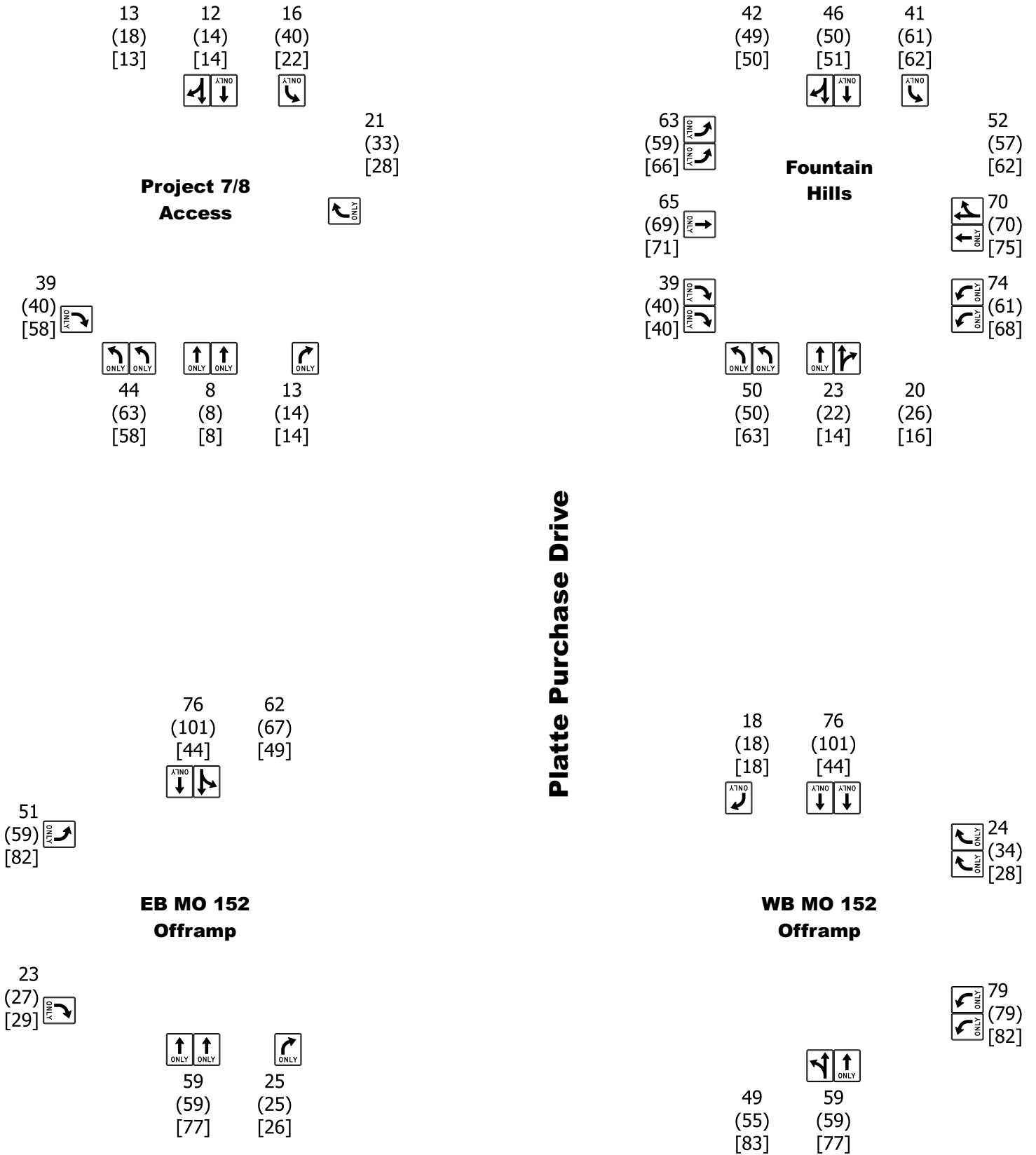
# 2041 Turning Movements - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario



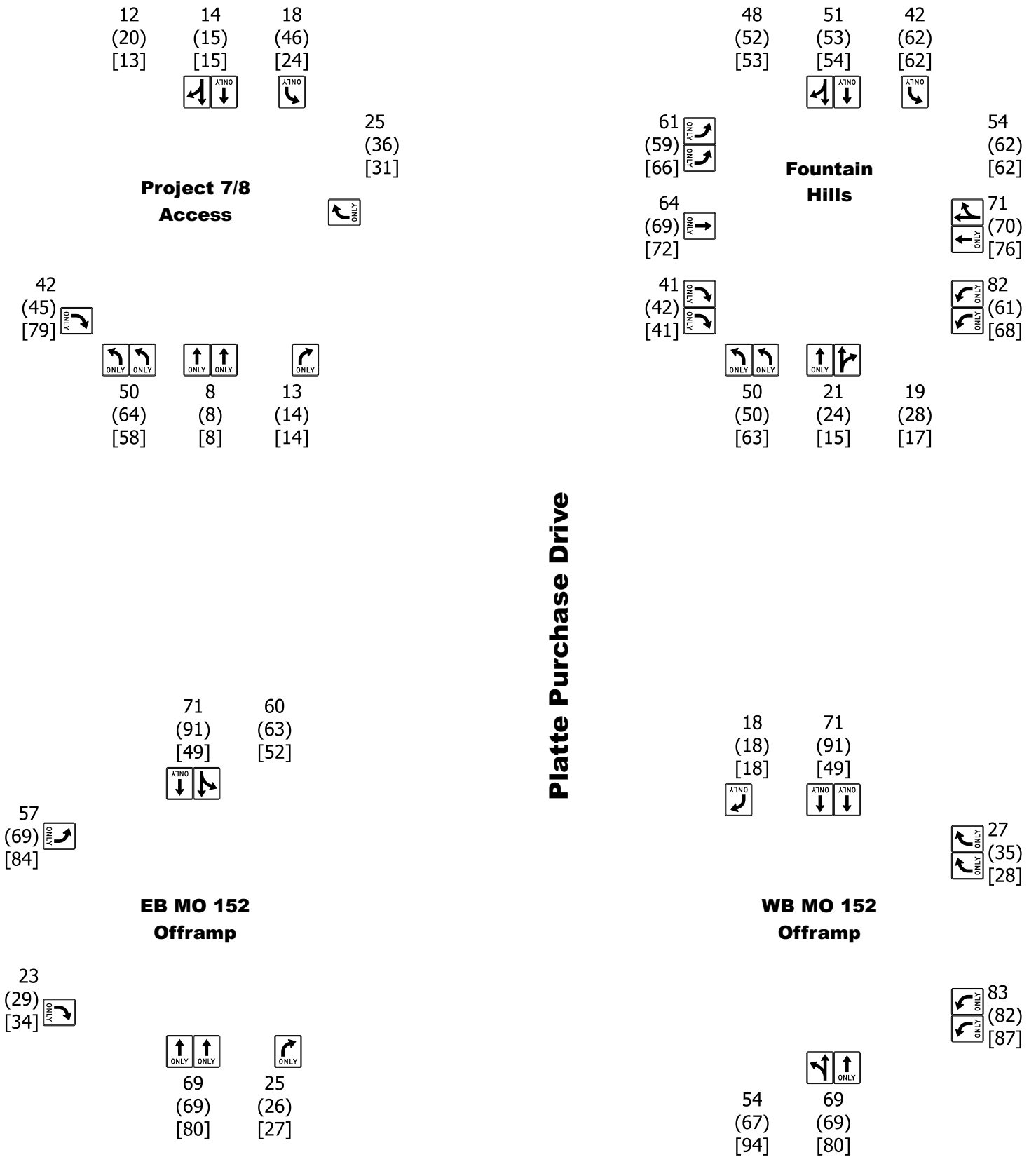
# 2021 Travel Time (Seconds) - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario



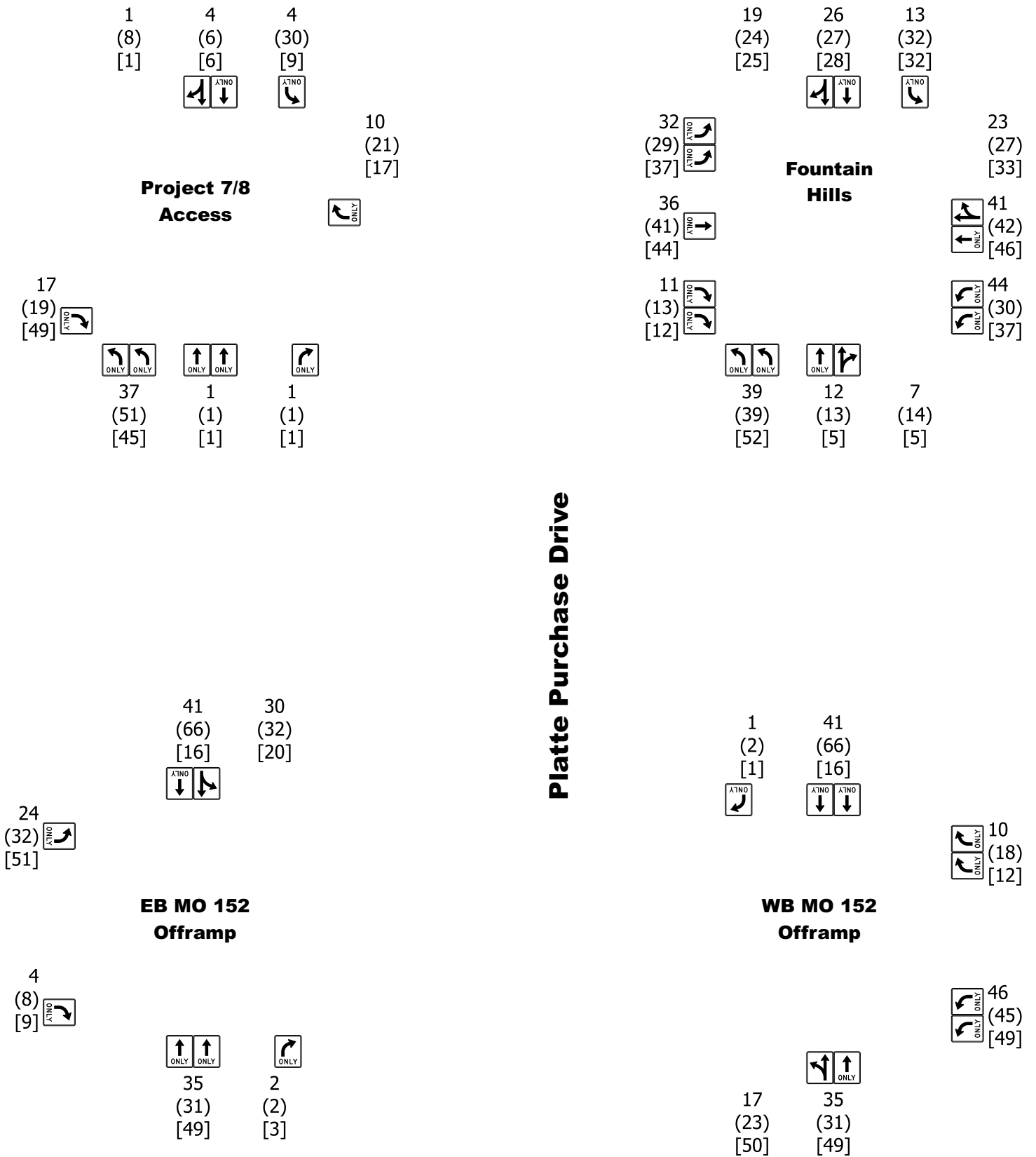
# 2031 Travel Time (Seconds) - AM (PM) [Weekend] Partial Build - DDI - Three Quarter Access Scenario



# 2041 Travel Time (Seconds) - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario

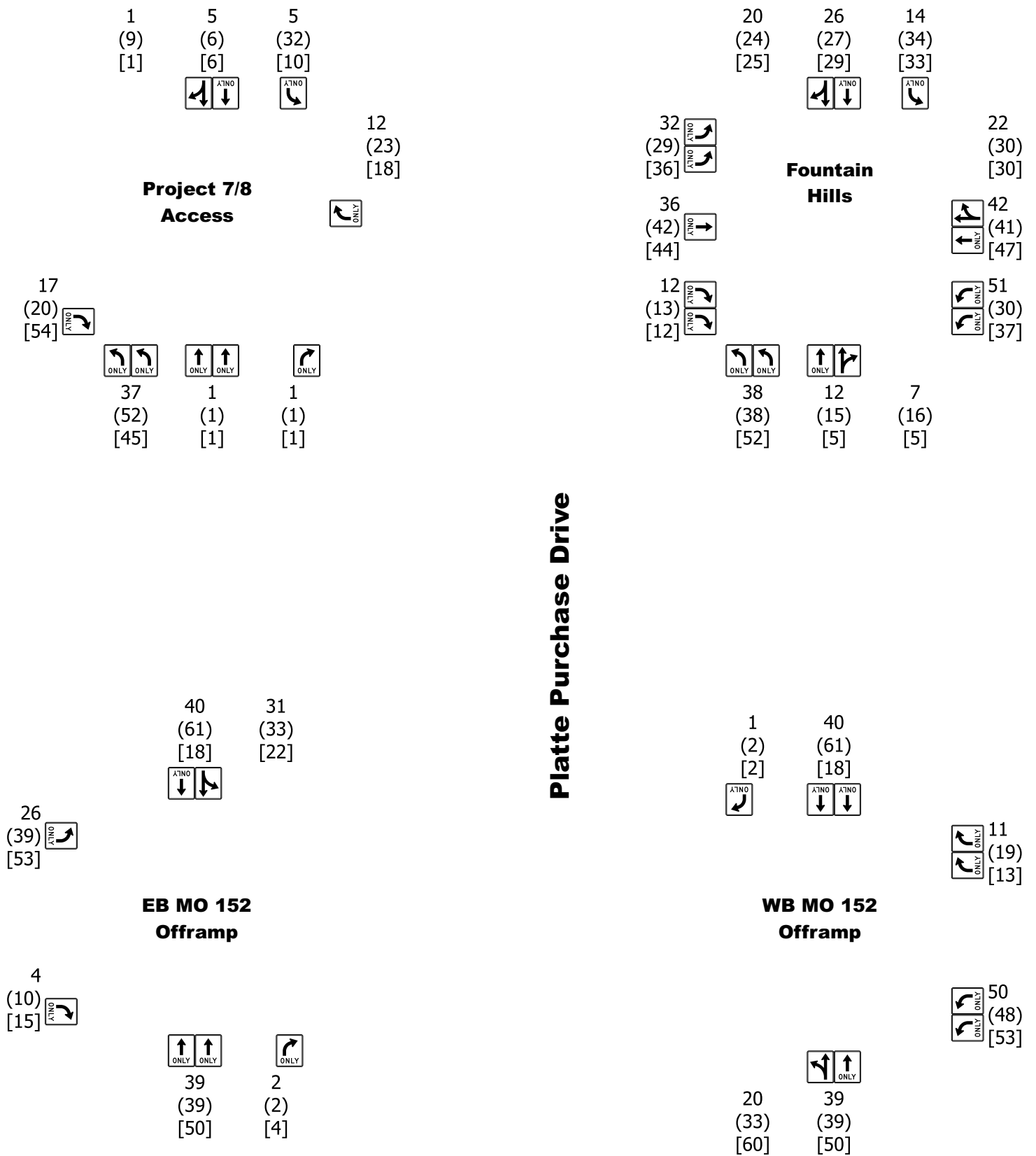


# 2021 Vehicle Delay (Seconds) - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario

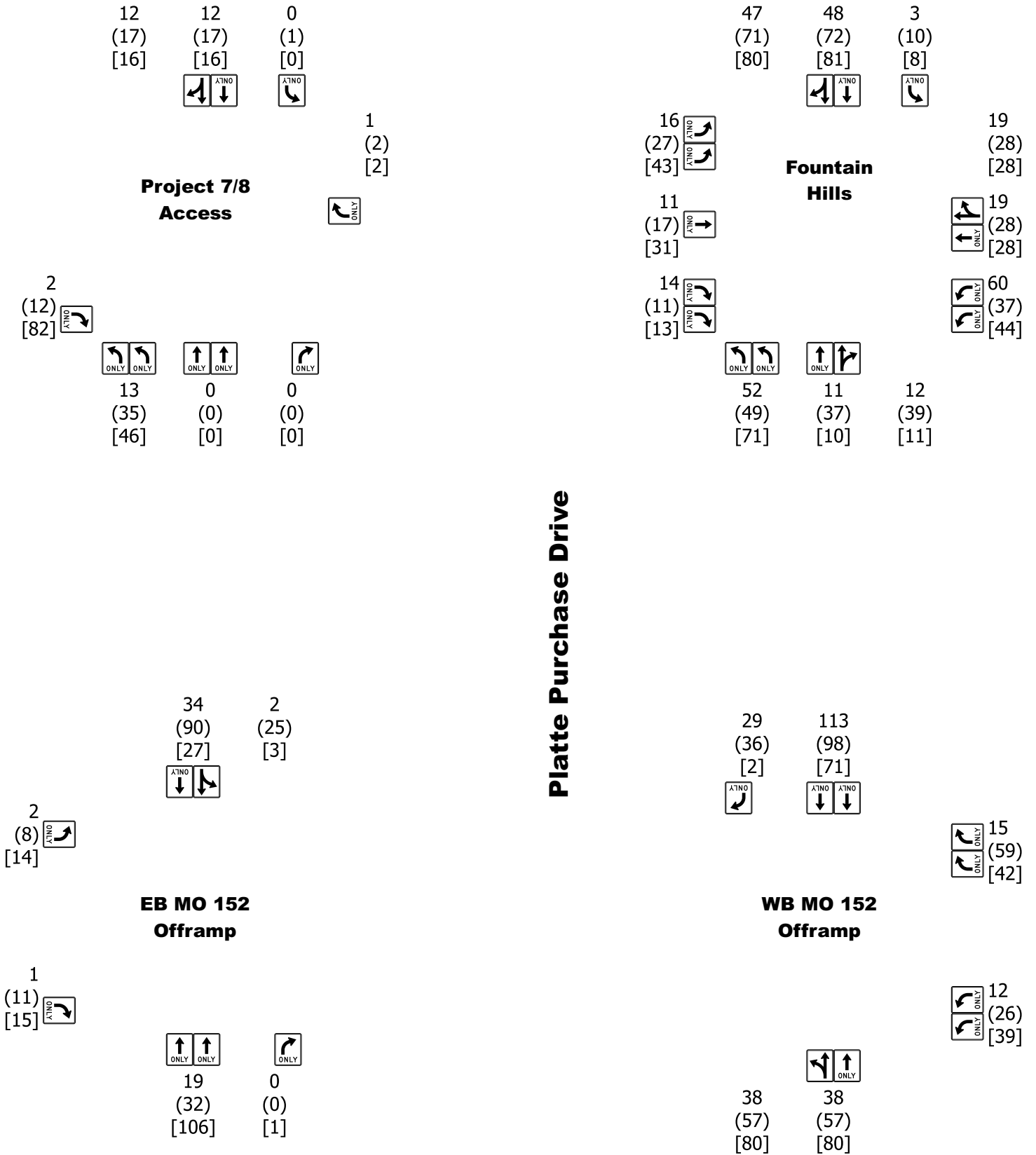




# 2041 Vehicle Delay (Seconds) - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario

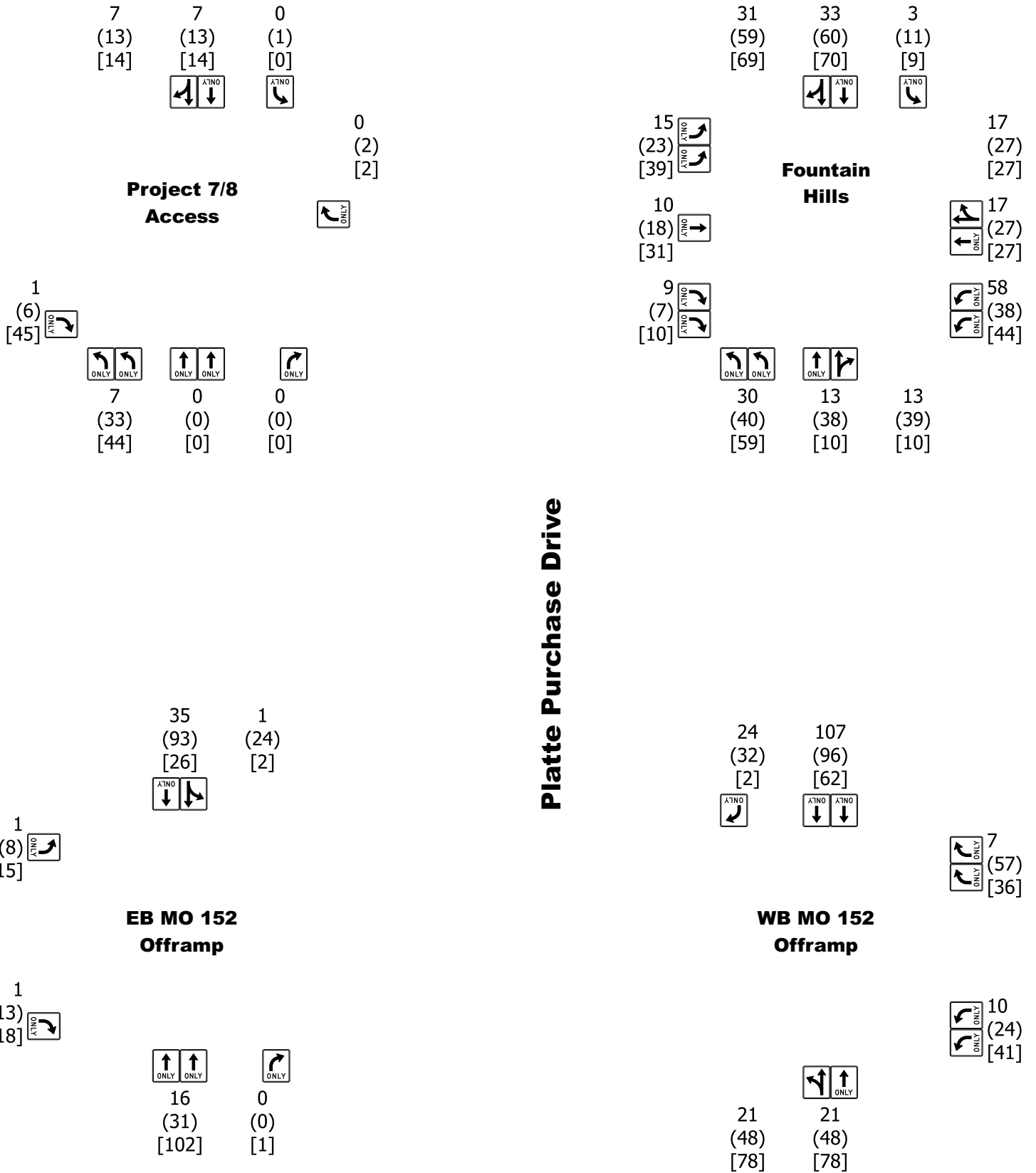


# 2021 Average Queue - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario

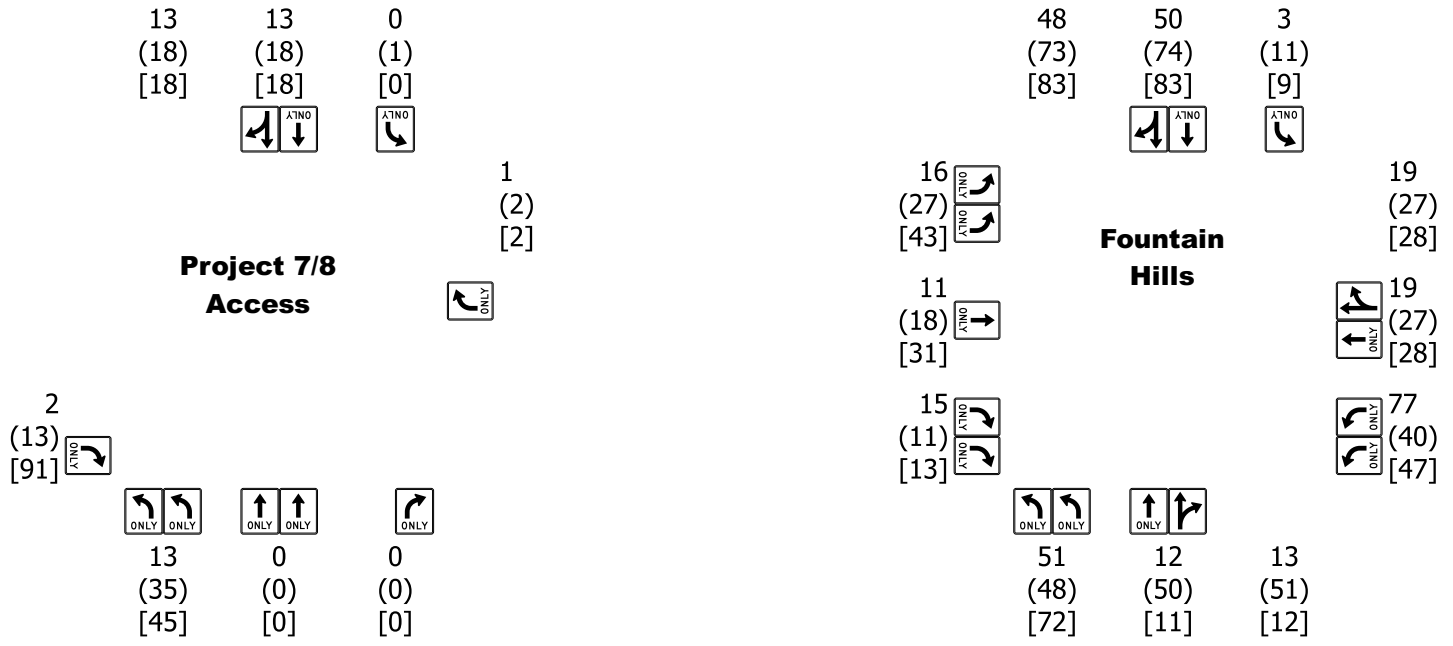




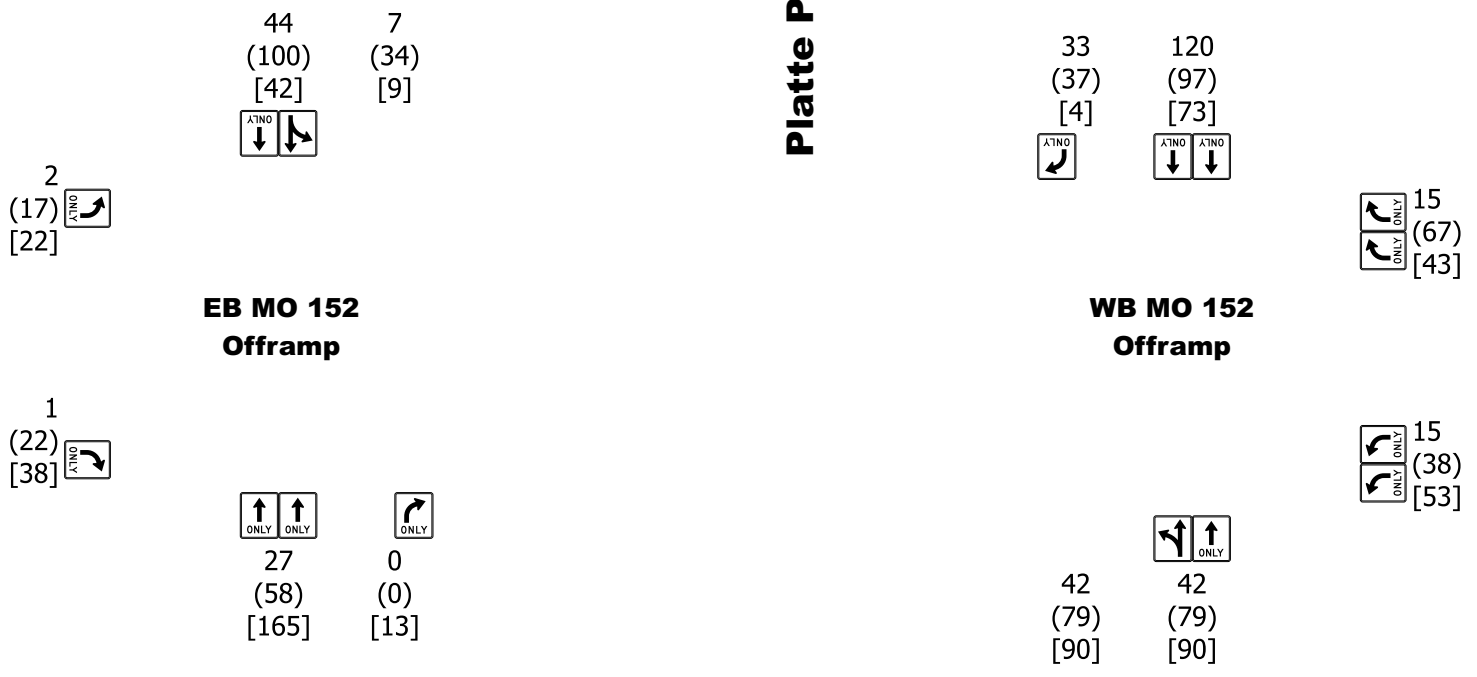
# 2031 Average Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - Three Quarter Access Scenario



# 2041 Average Queue - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario

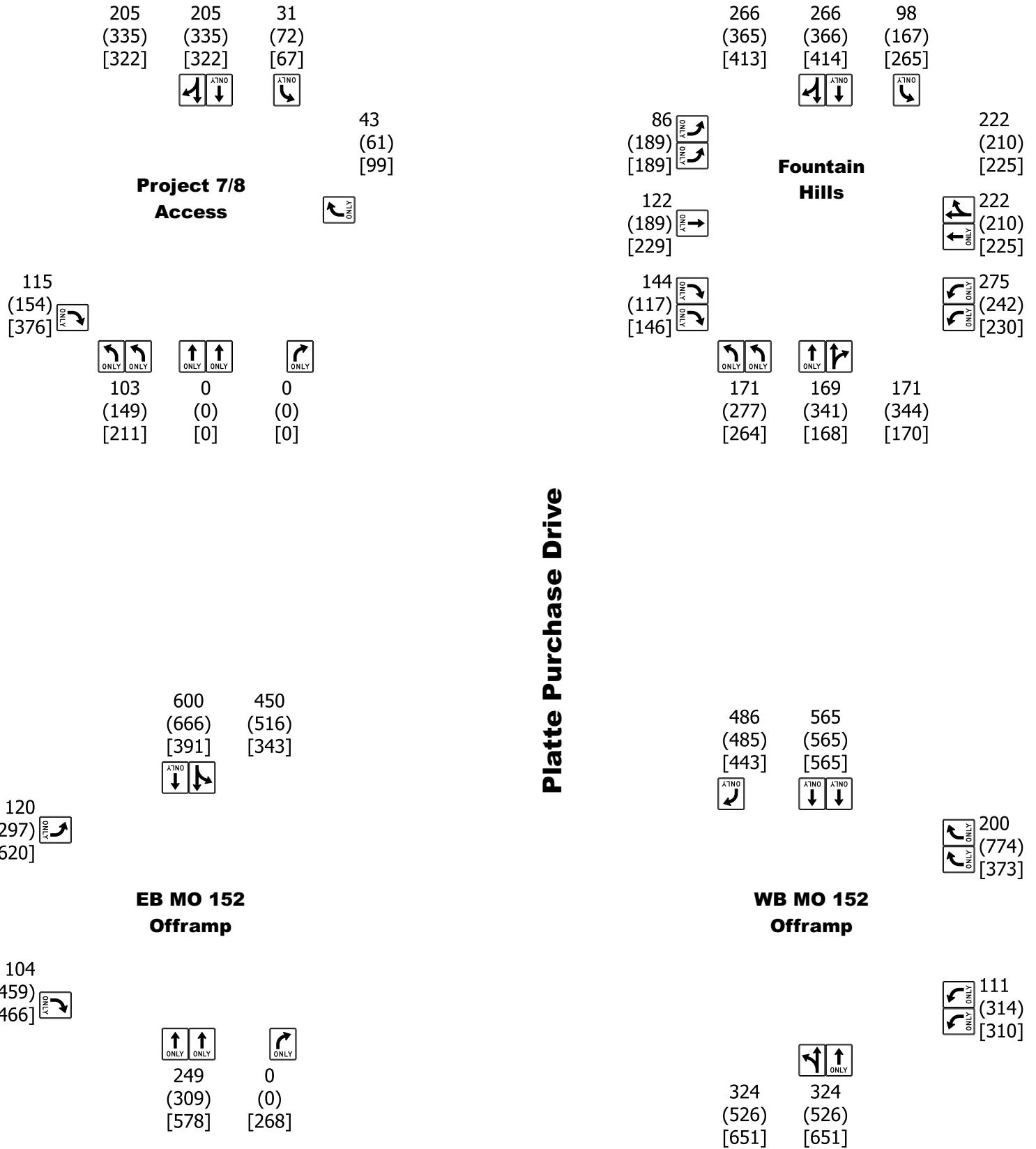


## Platte Purchase Drive

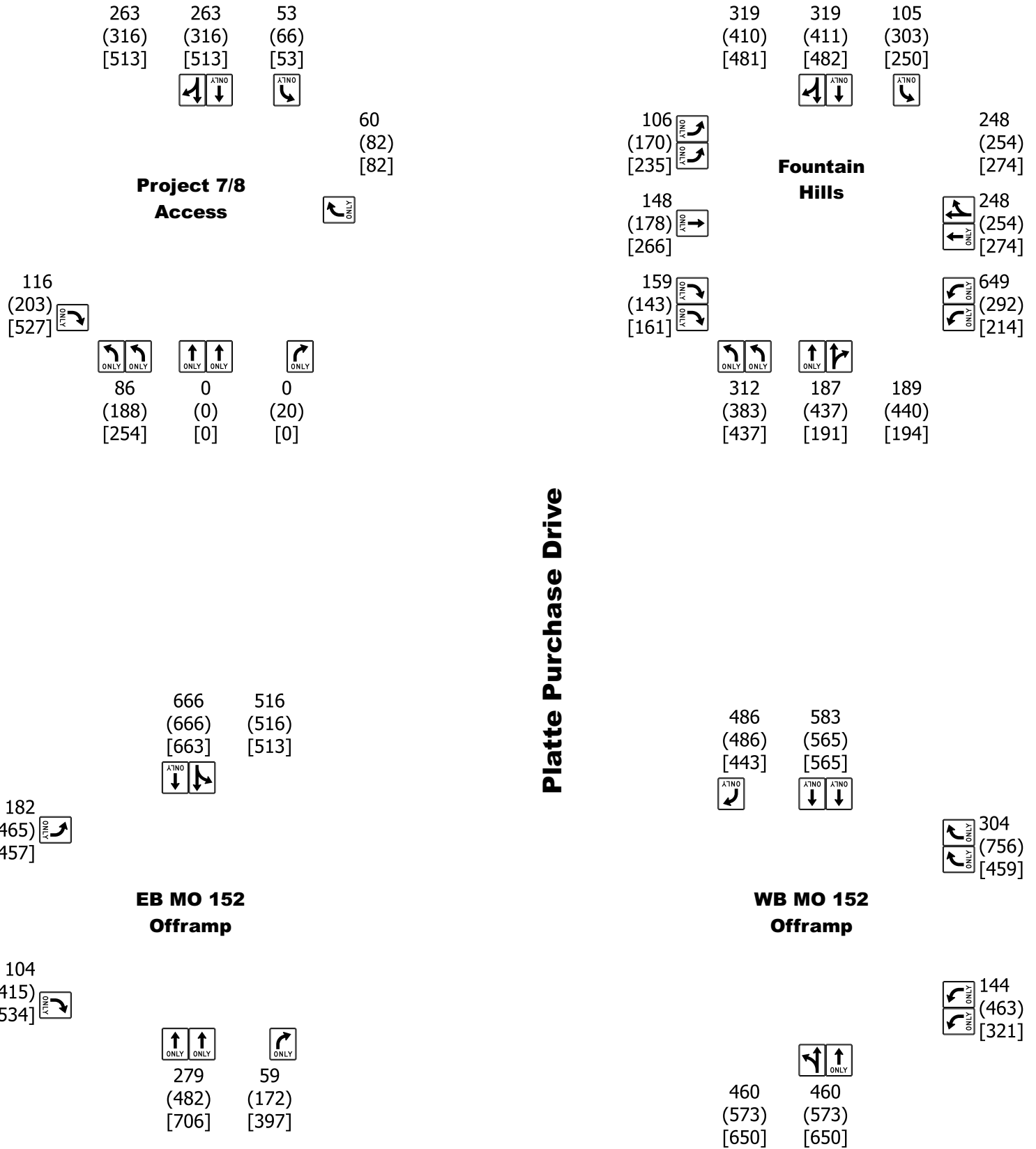




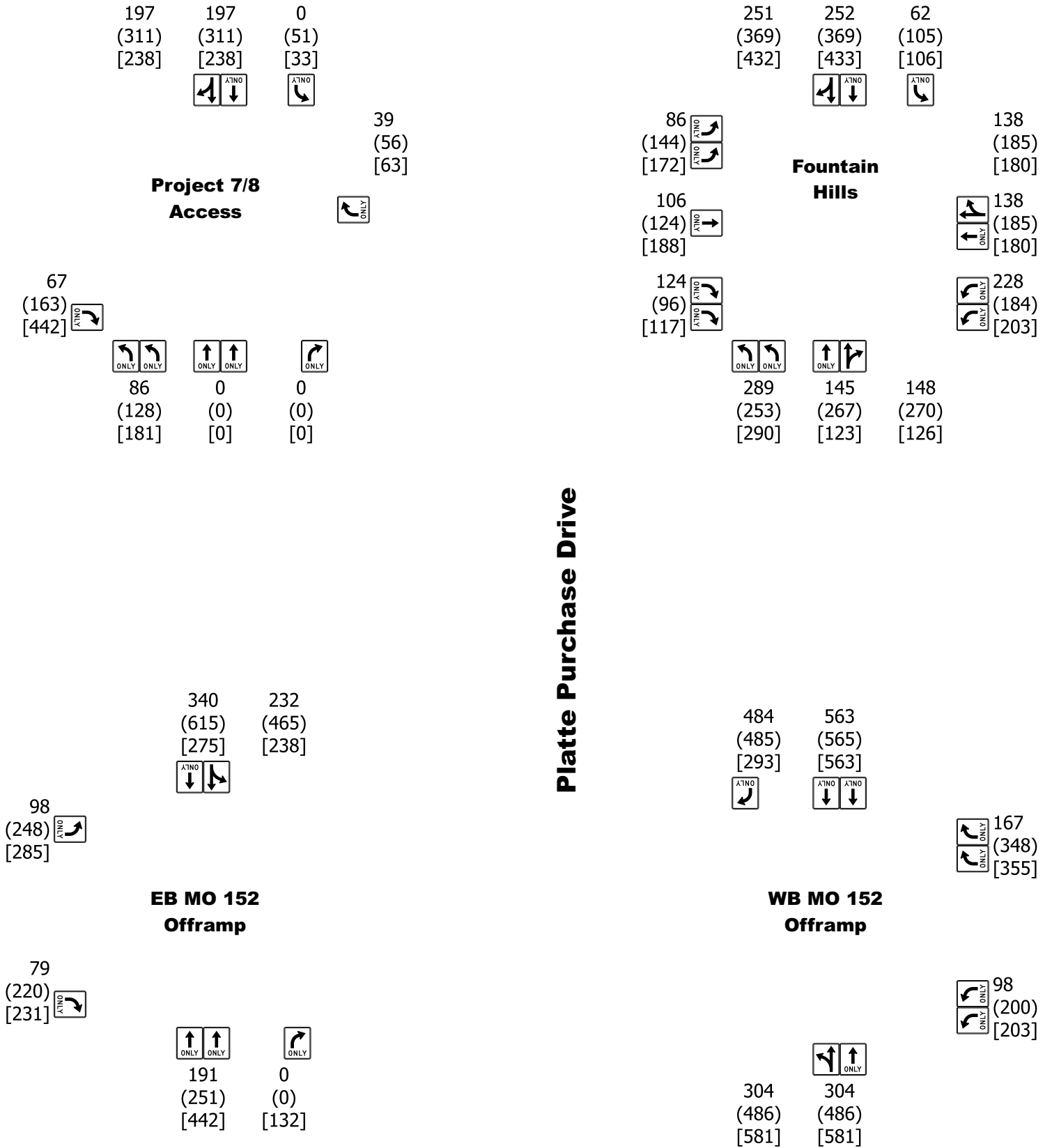
# 2031 Max Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - Three Quarter Access Scenario



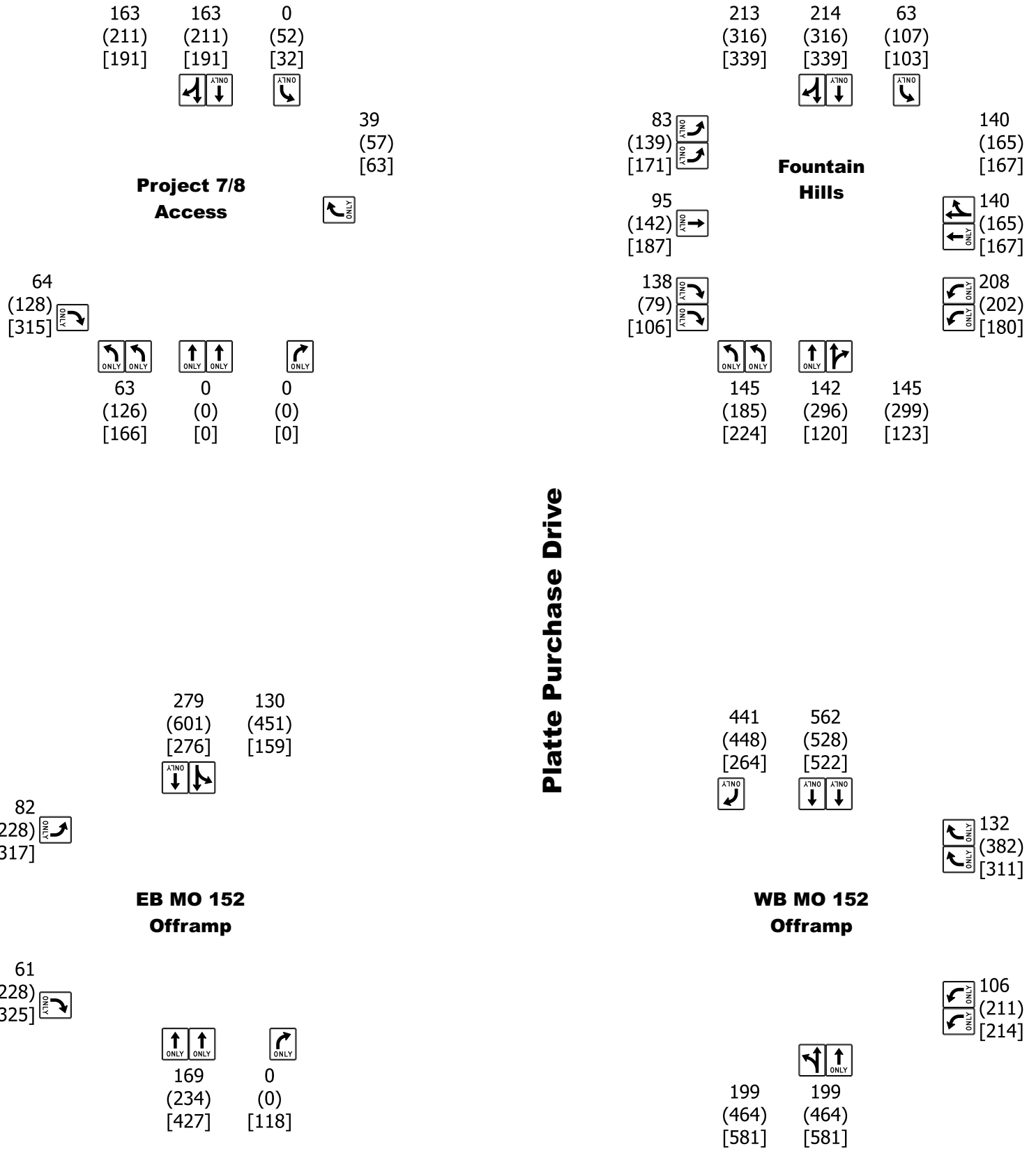
# 2041 Max Queue - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario



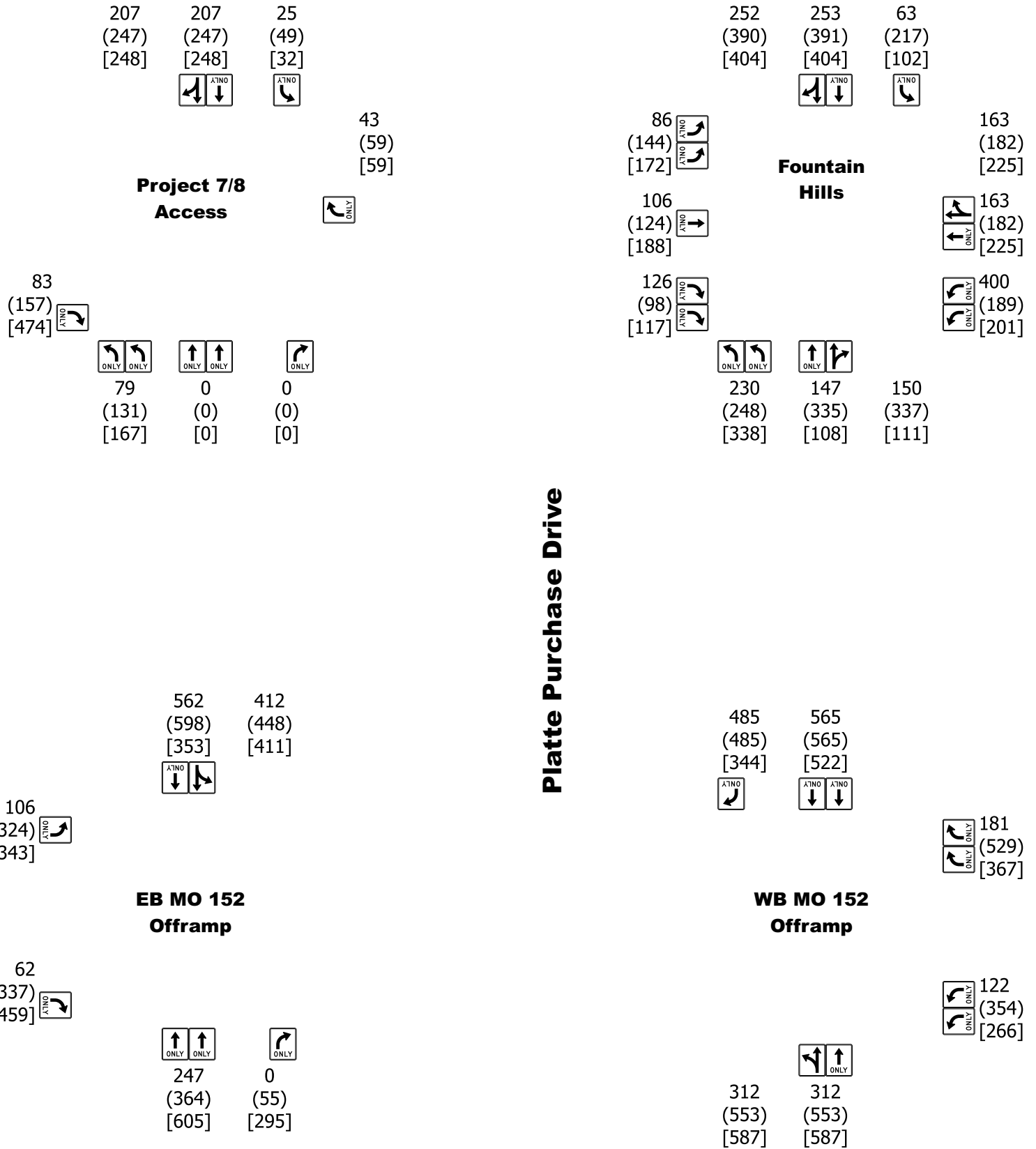
# 2021 95% Queue - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario



# 2031 95% Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - Three Quarter Access Scenario

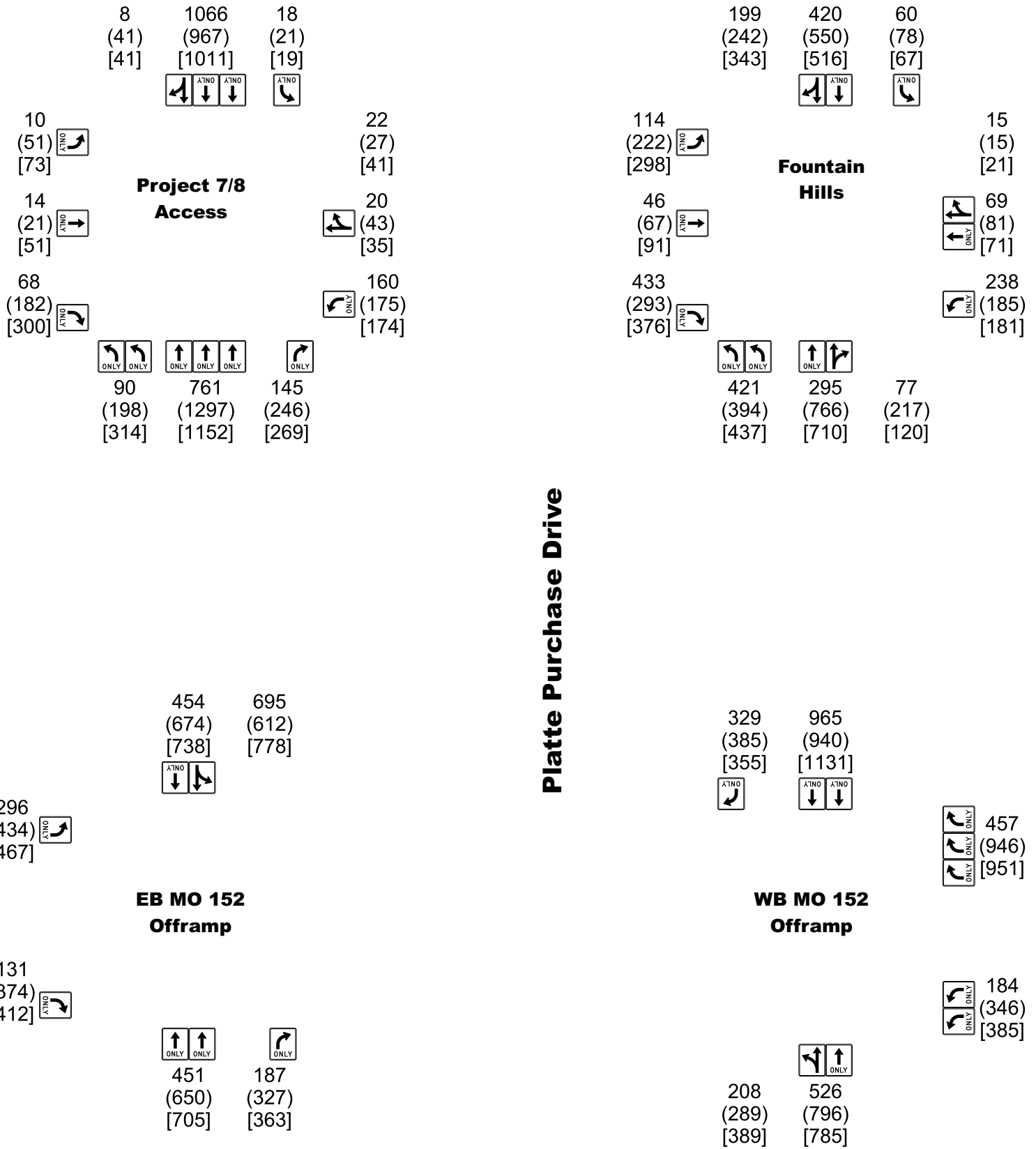


# 2041 95% Queue - AM (PM) [Weekend] Full Build - DDI - Three Quarter Access Scenario





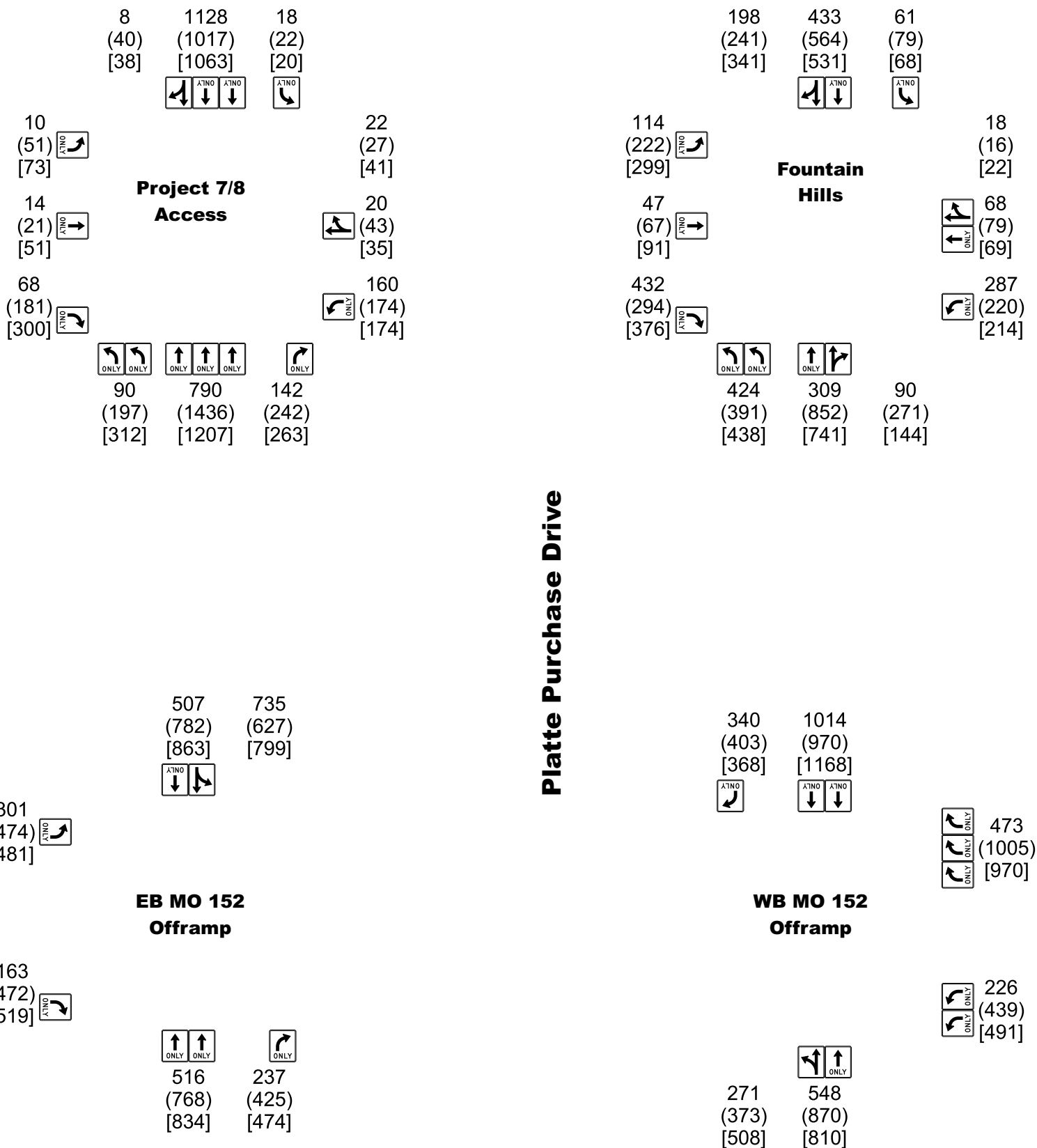
# 2021 Turning Movements - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario



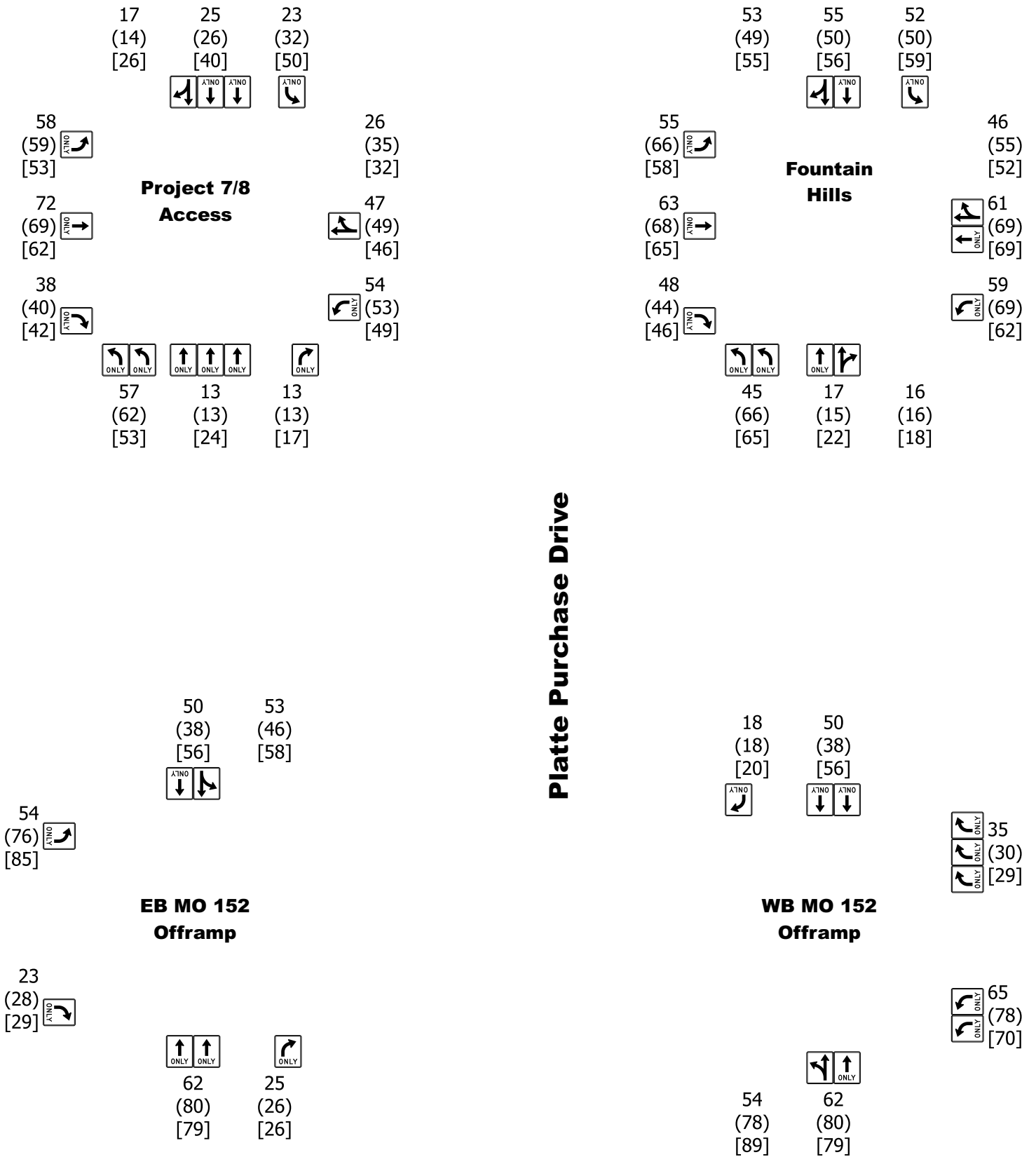
**Platte Purchase Drive**



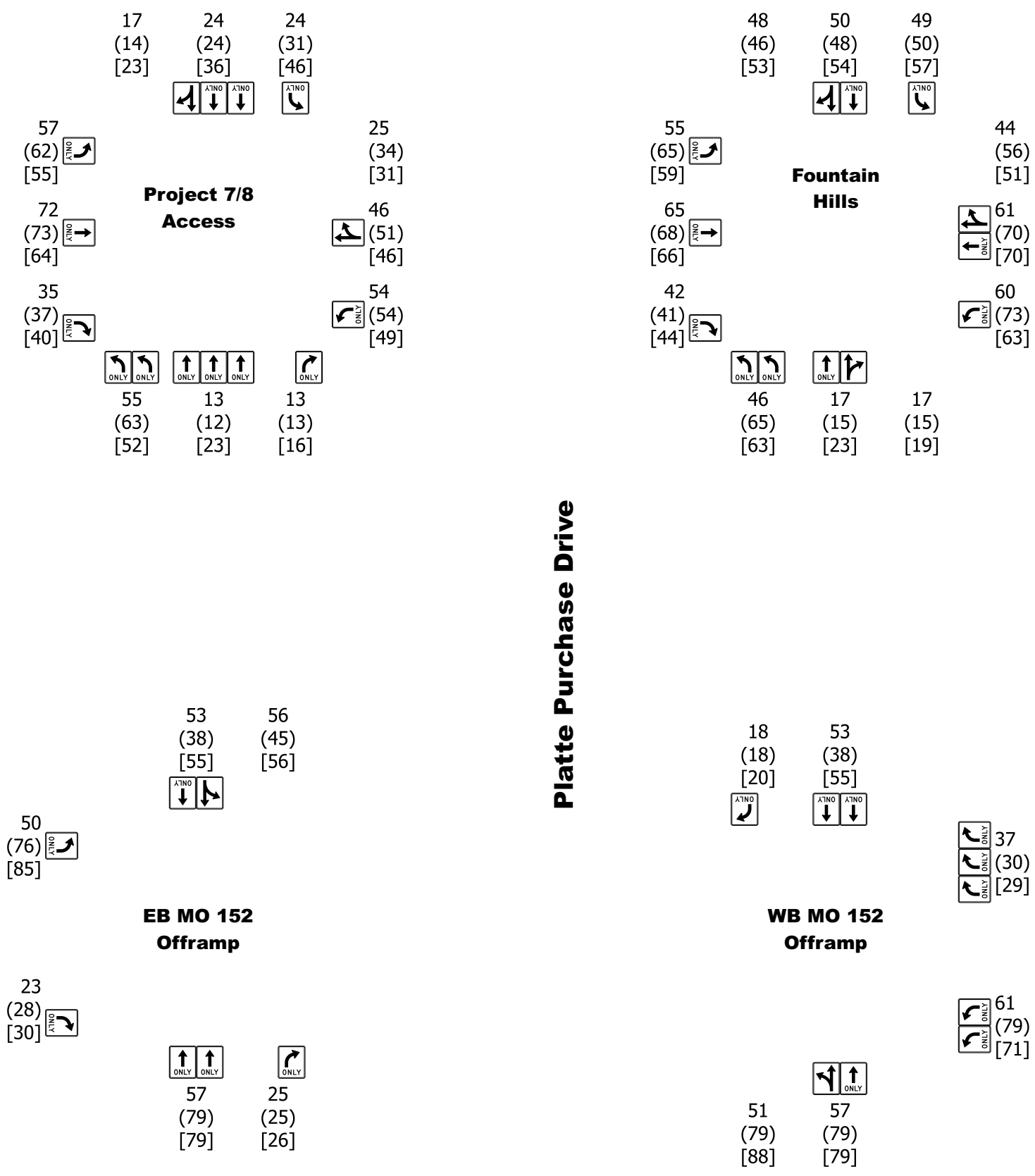
# 2041 Turning Movements - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario



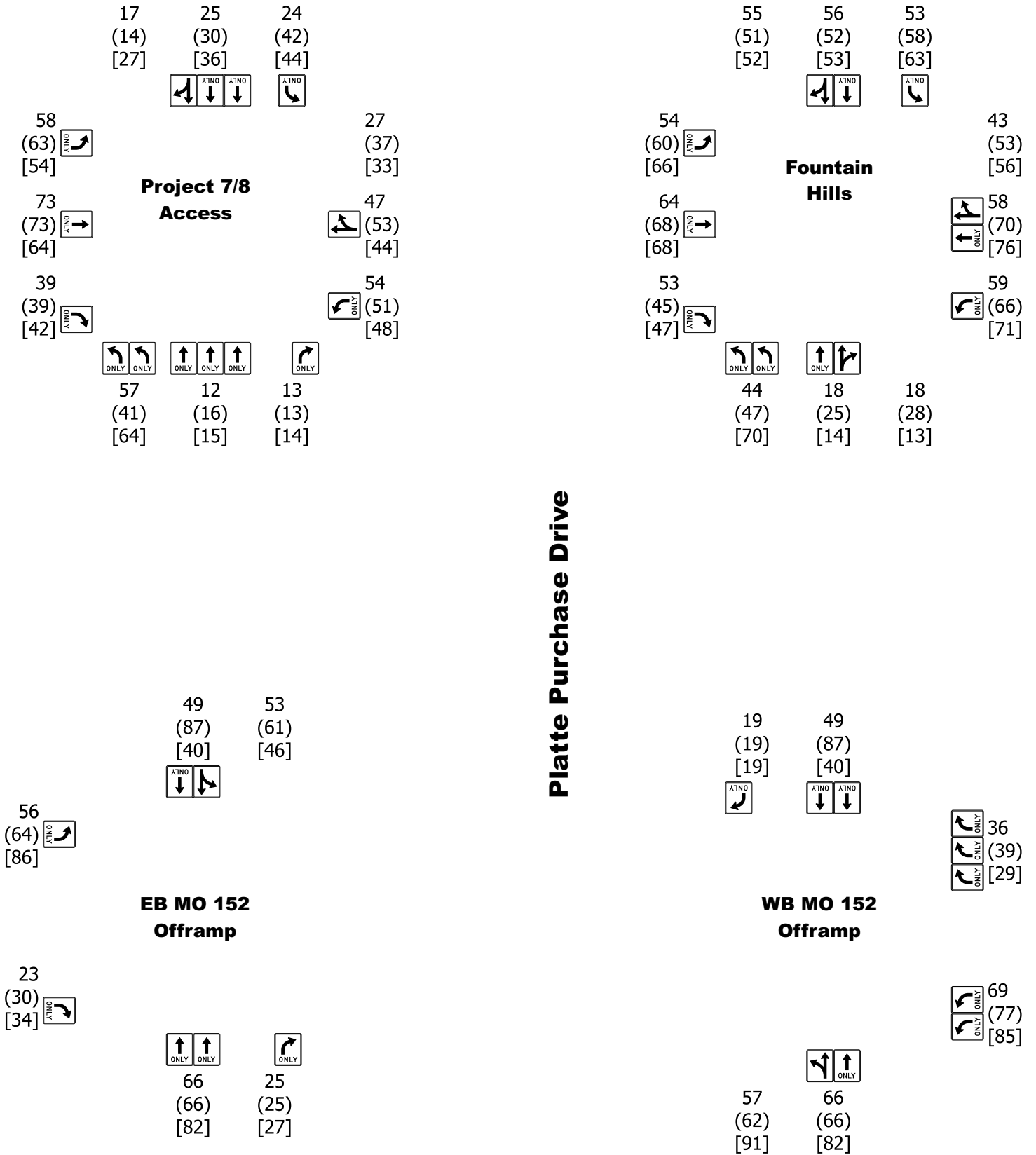
# 2021 Travel Time (Seconds) - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario



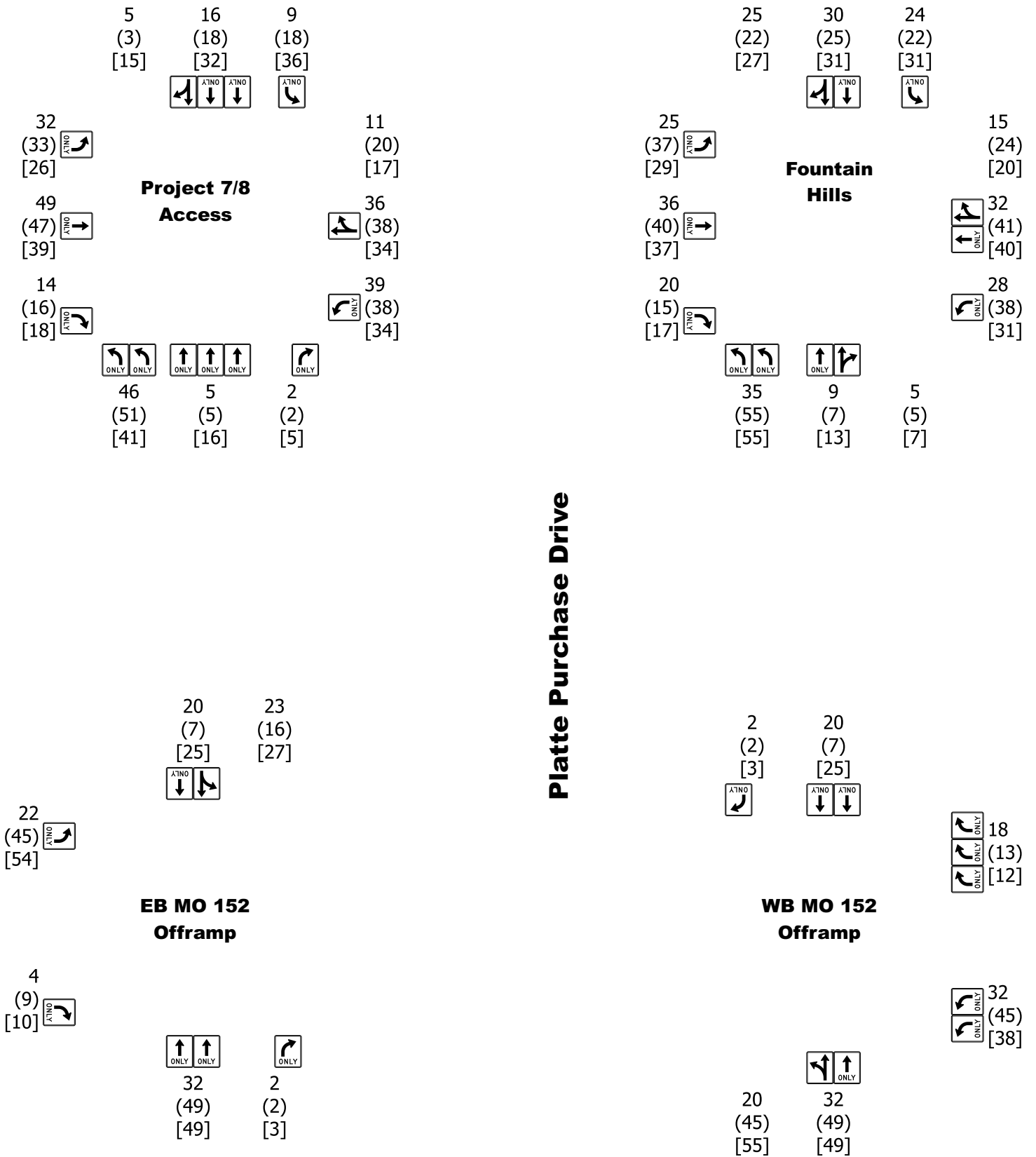
# 2031 Travel Time (Seconds) - AM (PM) [Weekend] Partial Build - DDI - Full Access Scenario



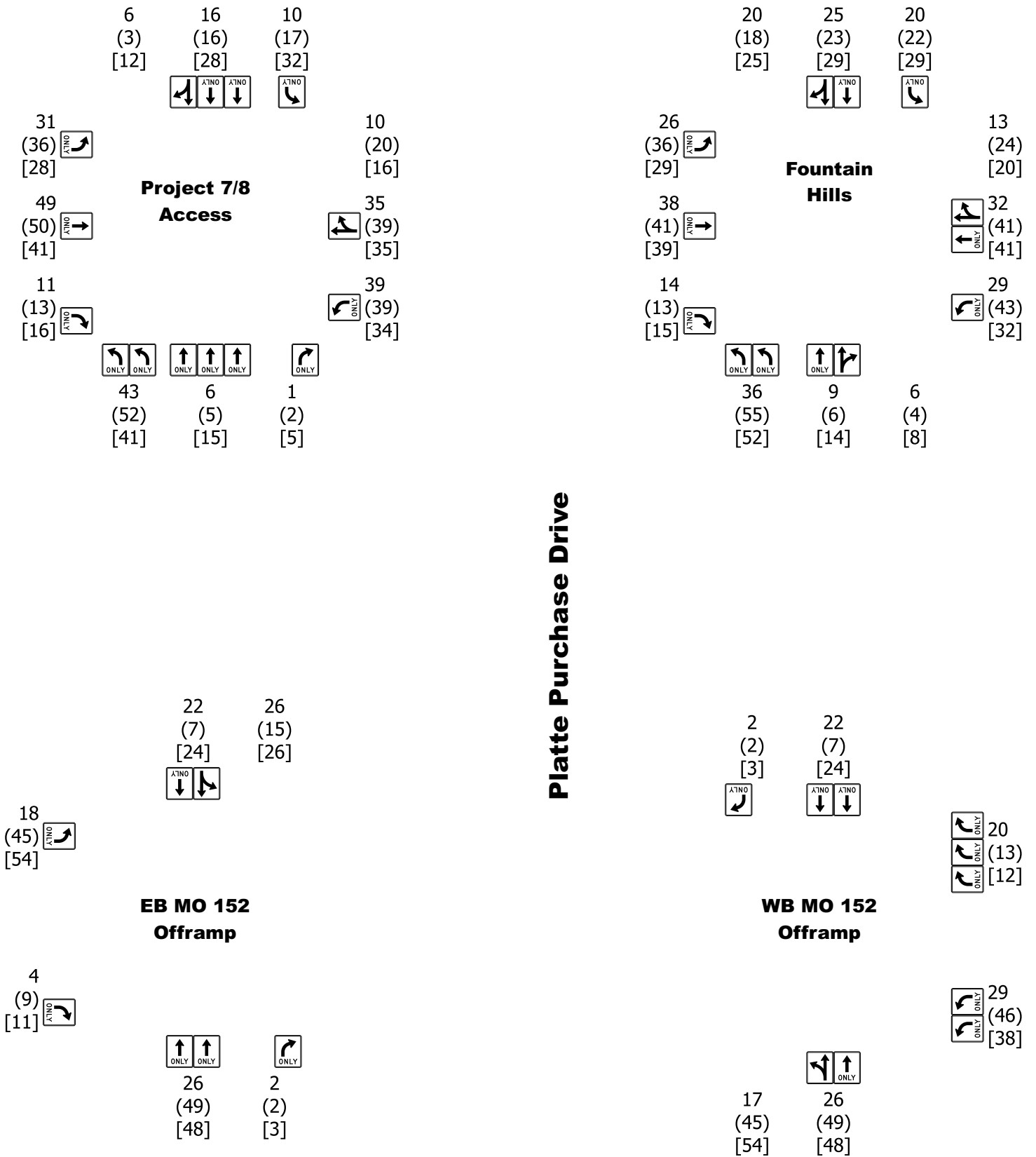
# 2041 Travel Time (Seconds) - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario



# 2021 Vehicle Delay (Seconds) - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario

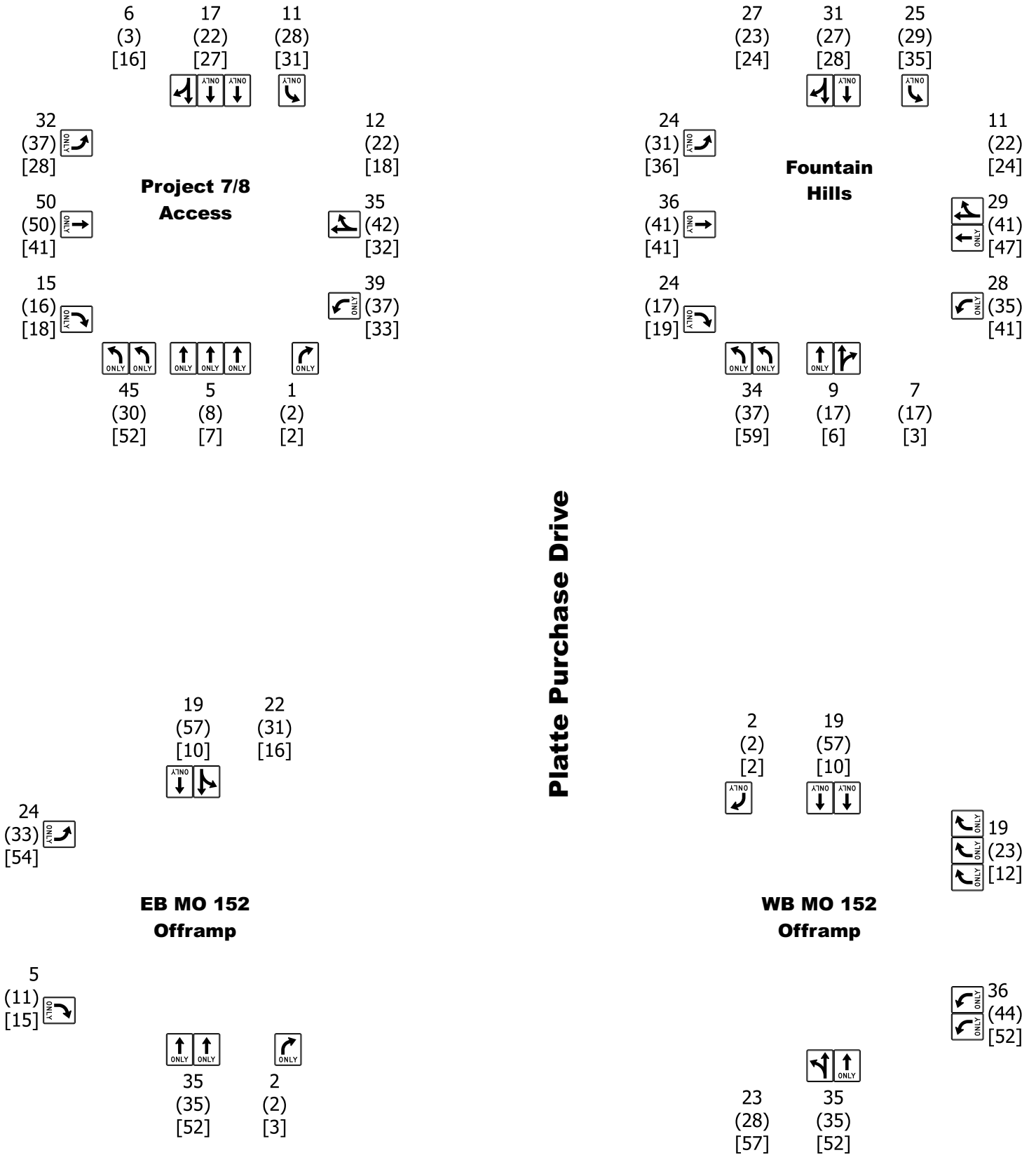


# 2031 Vehicle Delay (Seconds) - AM (PM) [Weekend] Partial Build - DDI - Full Access Scenario

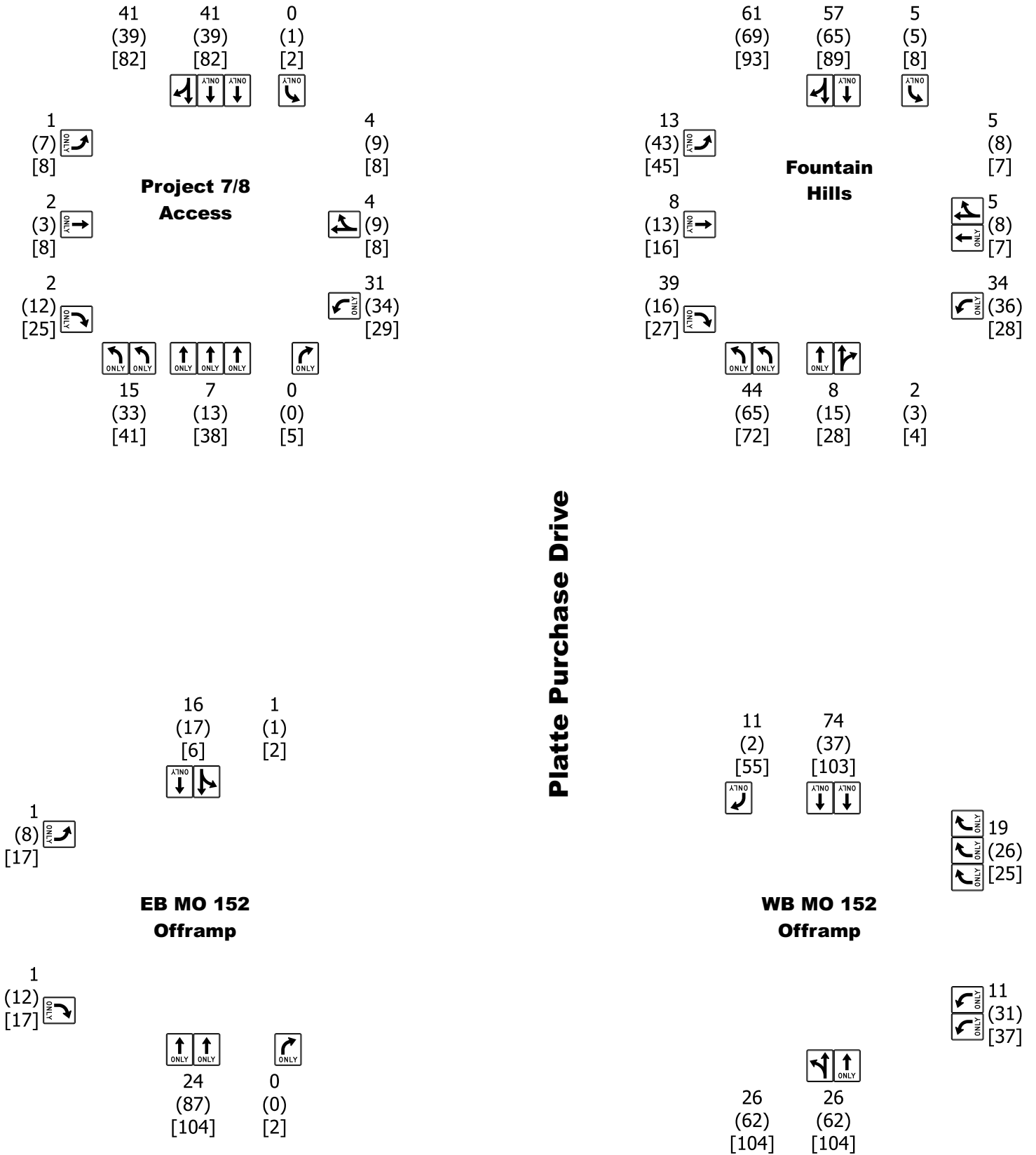




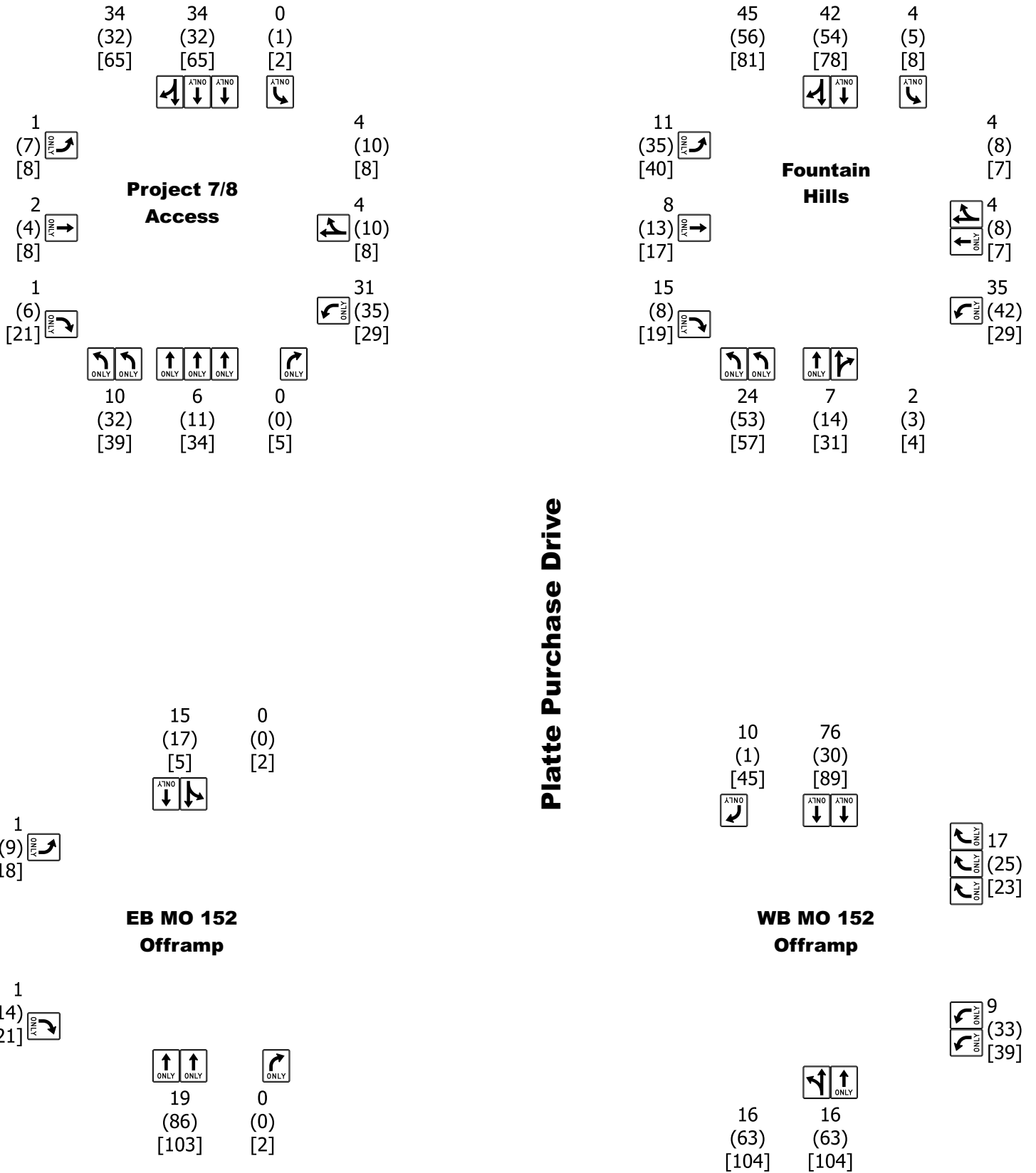
# 2041 Vehicle Delay (Seconds) - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario



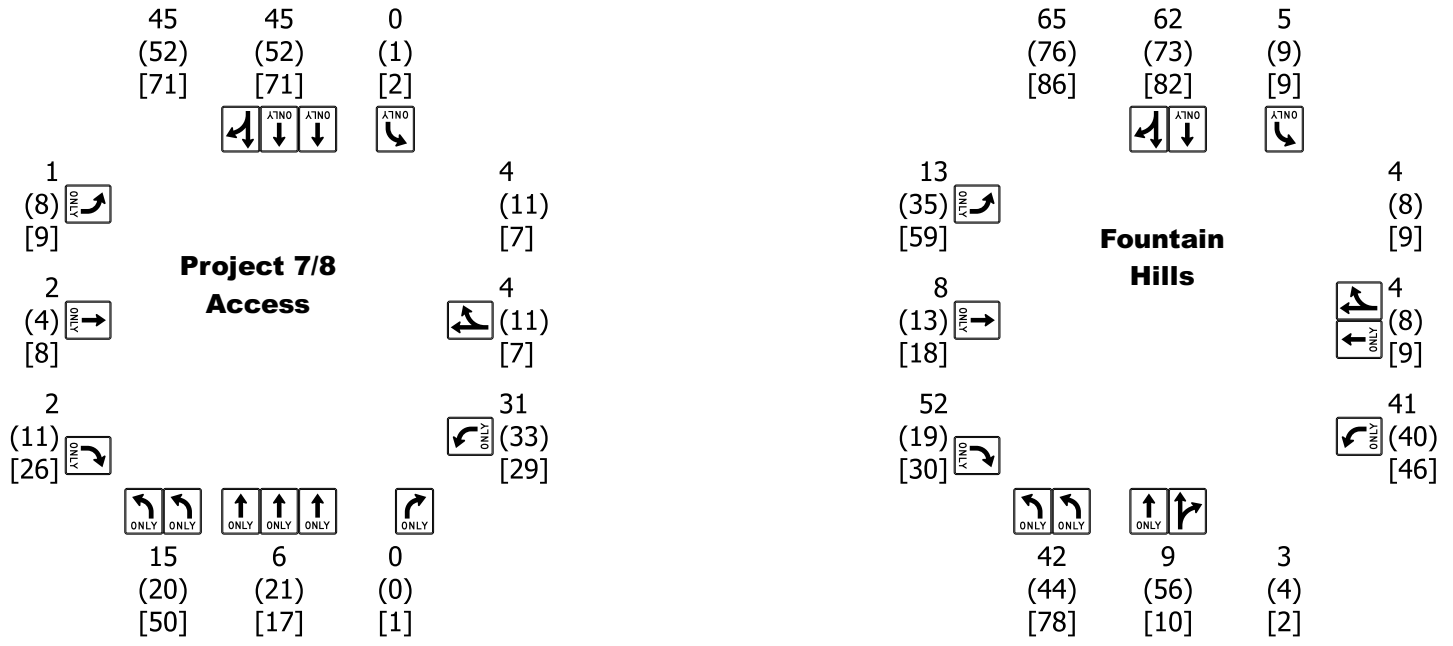
# 2021 Average Queue - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario



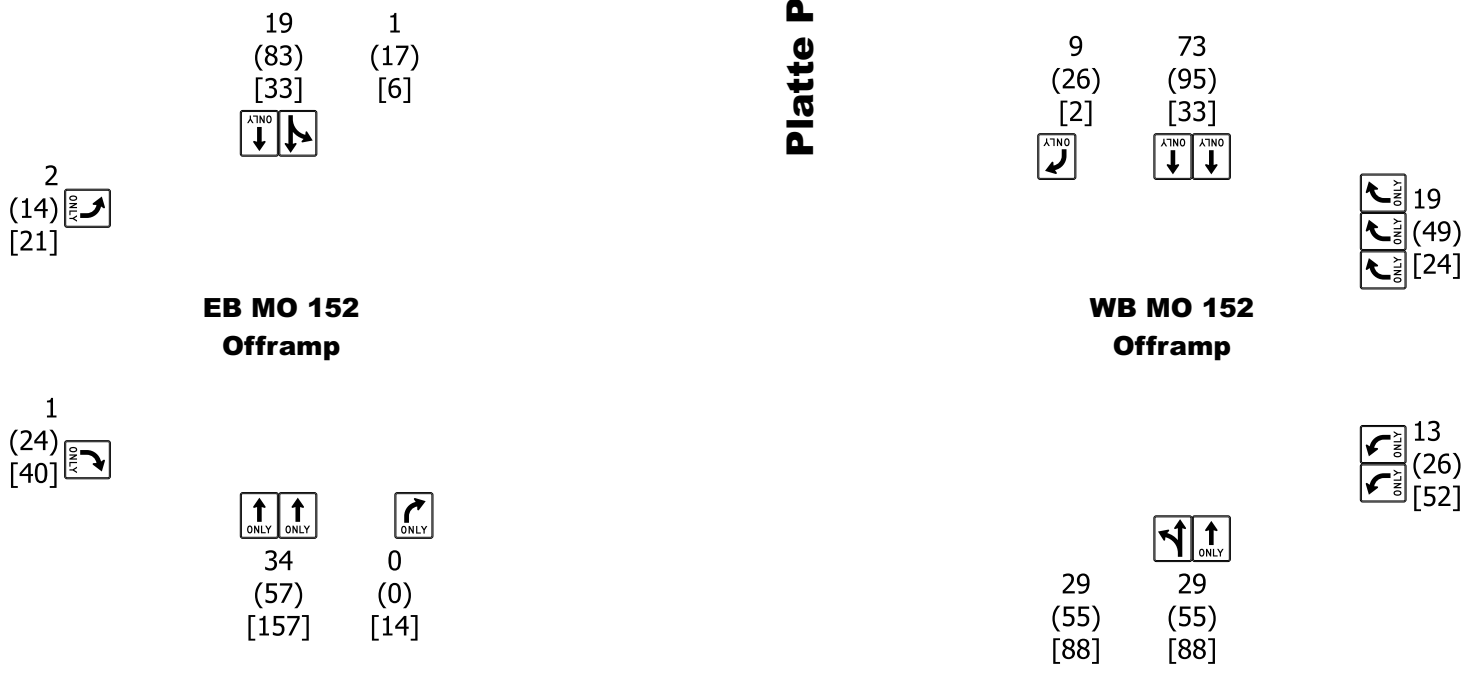
# 2031 Average Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - Full Access Scenario



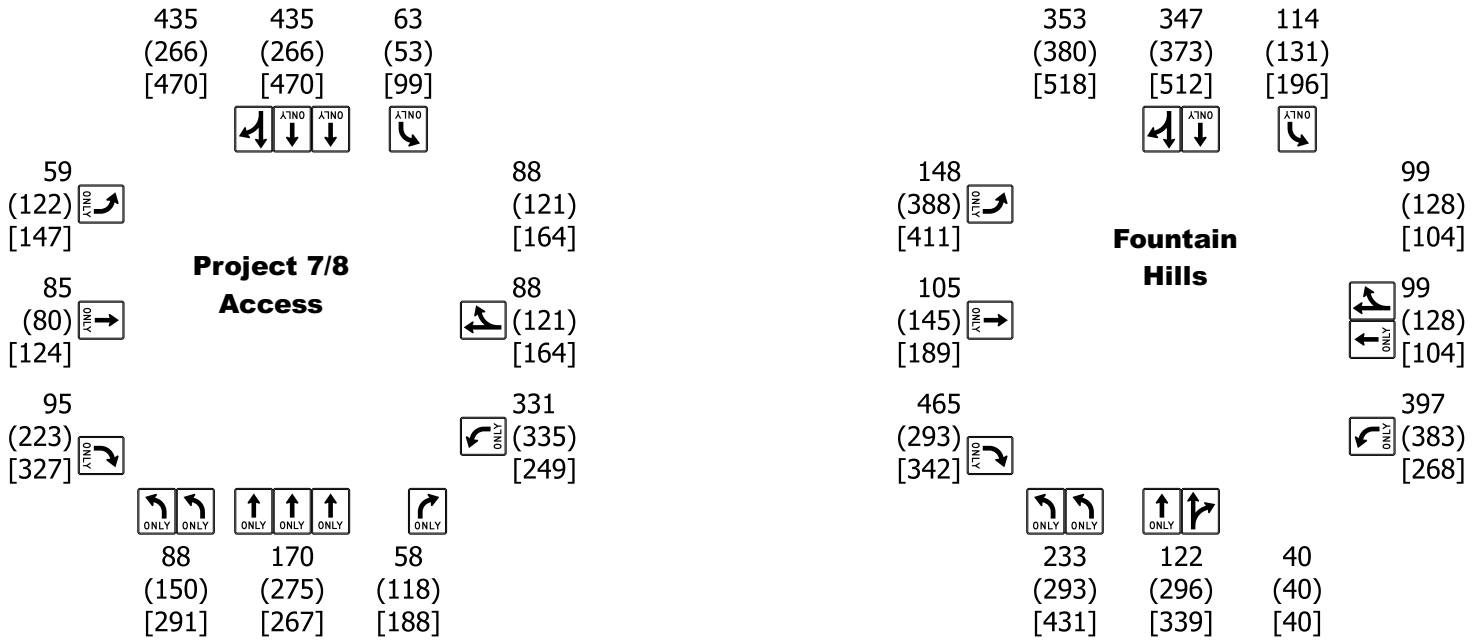
# 2041 Average Queue - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario



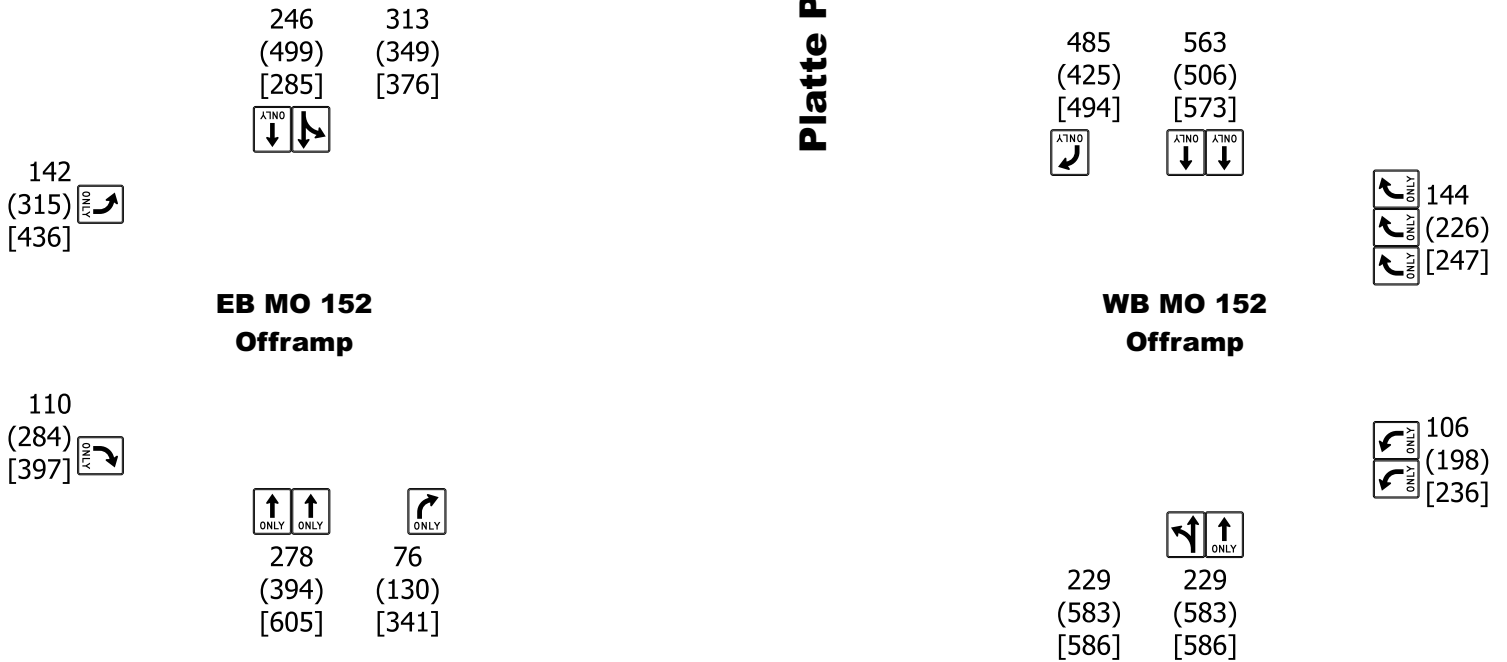
## Platte Purchase Drive



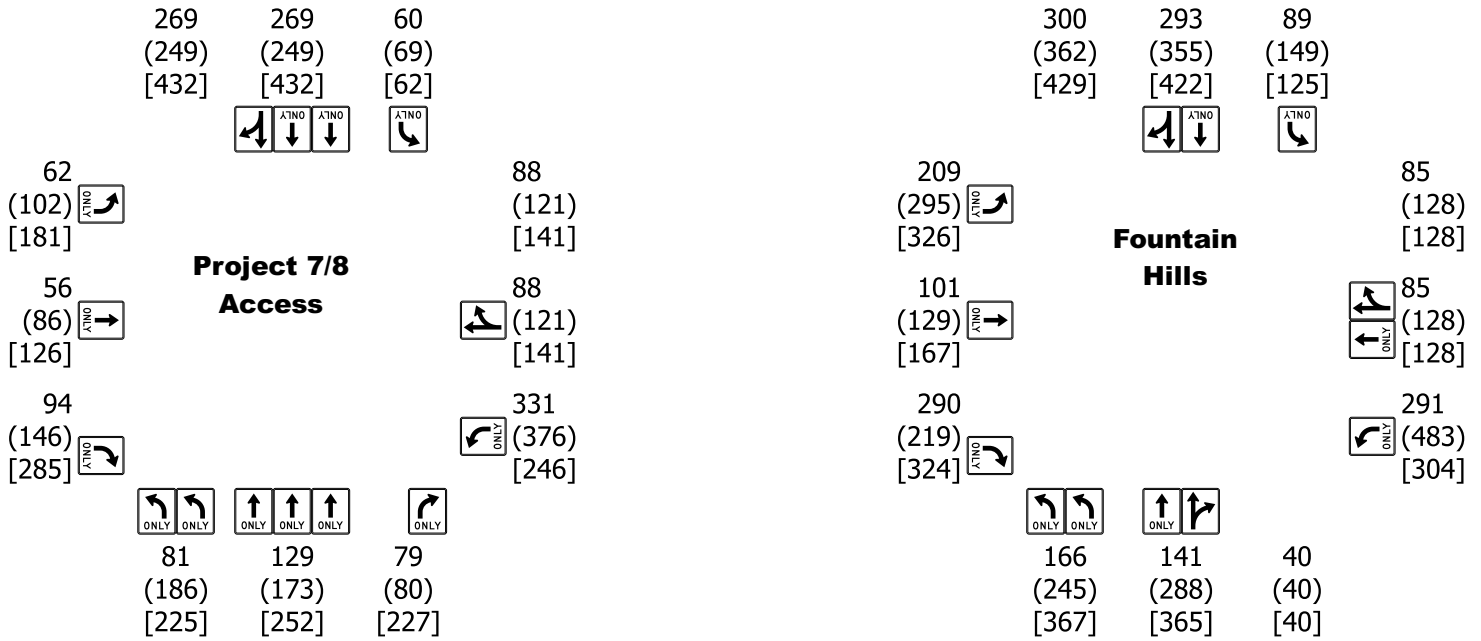
# 2021 Max Queue - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario



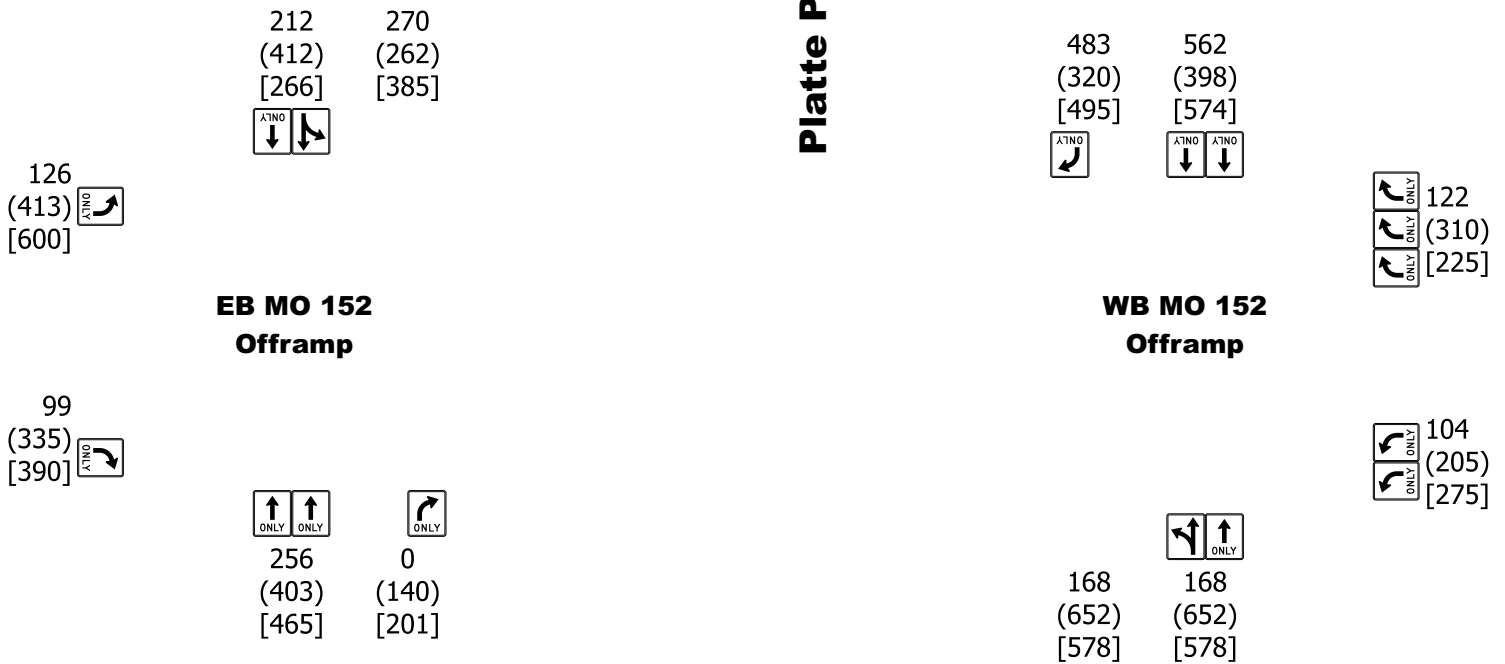
## Platte Purchase Drive



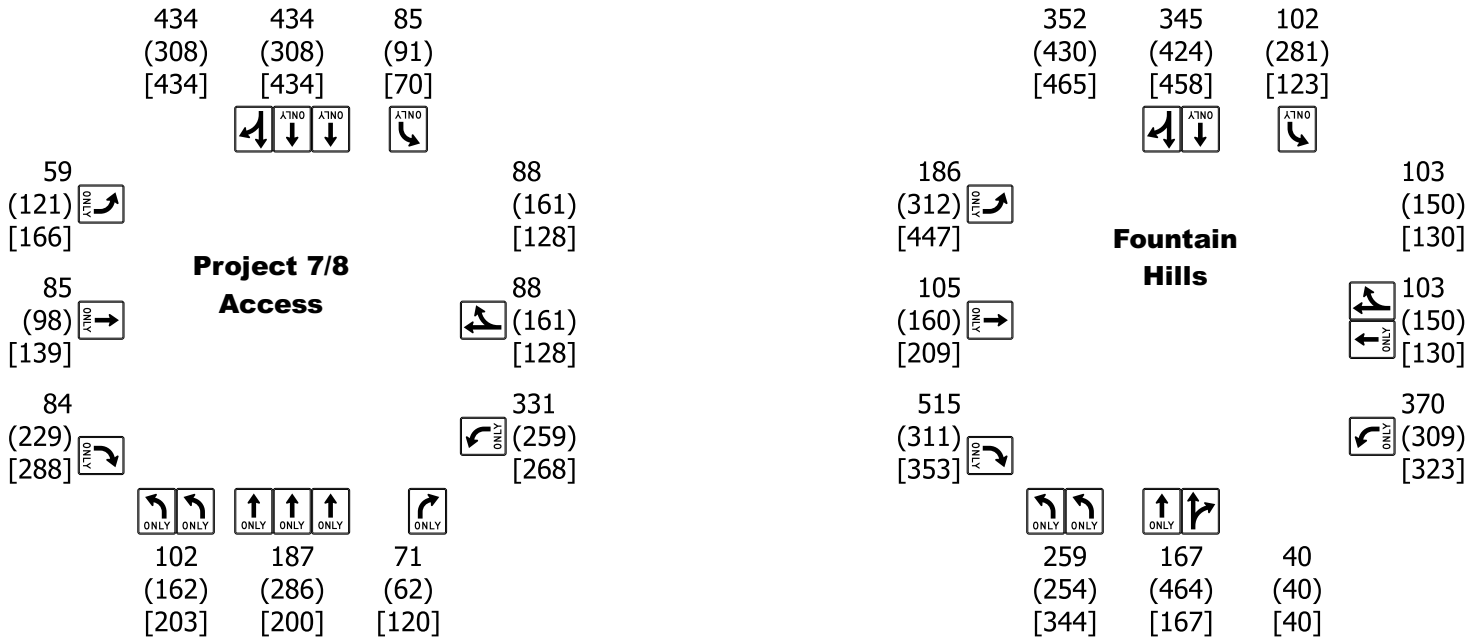
# 2031 Max Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - Full Access Scenario



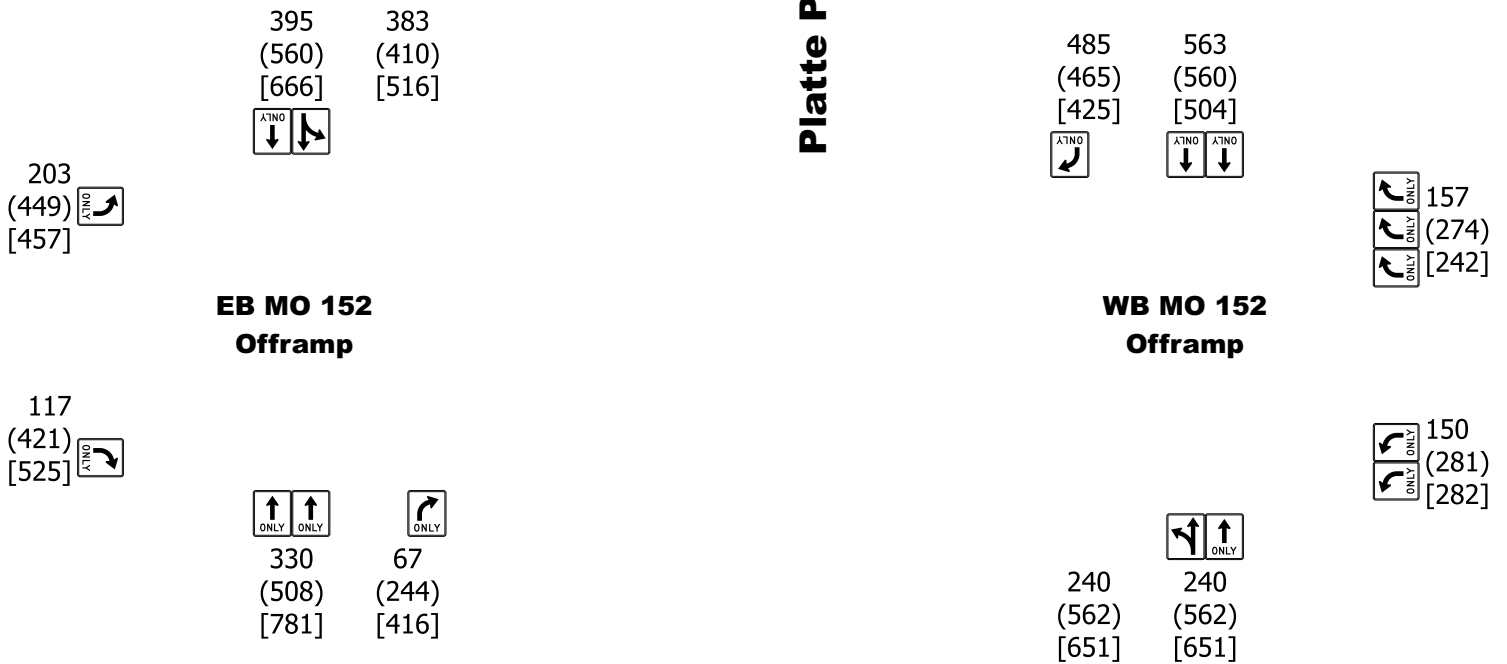
## Platte Purchase Drive



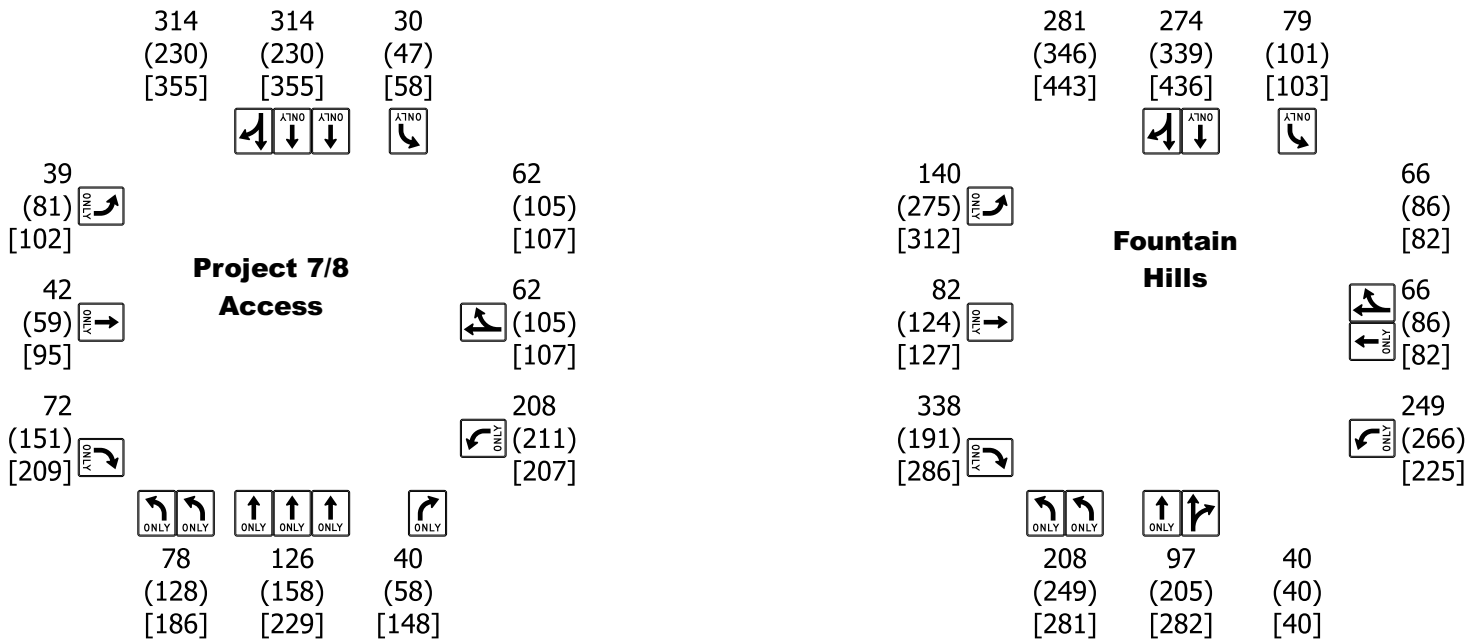
# 2041 Max Queue - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario



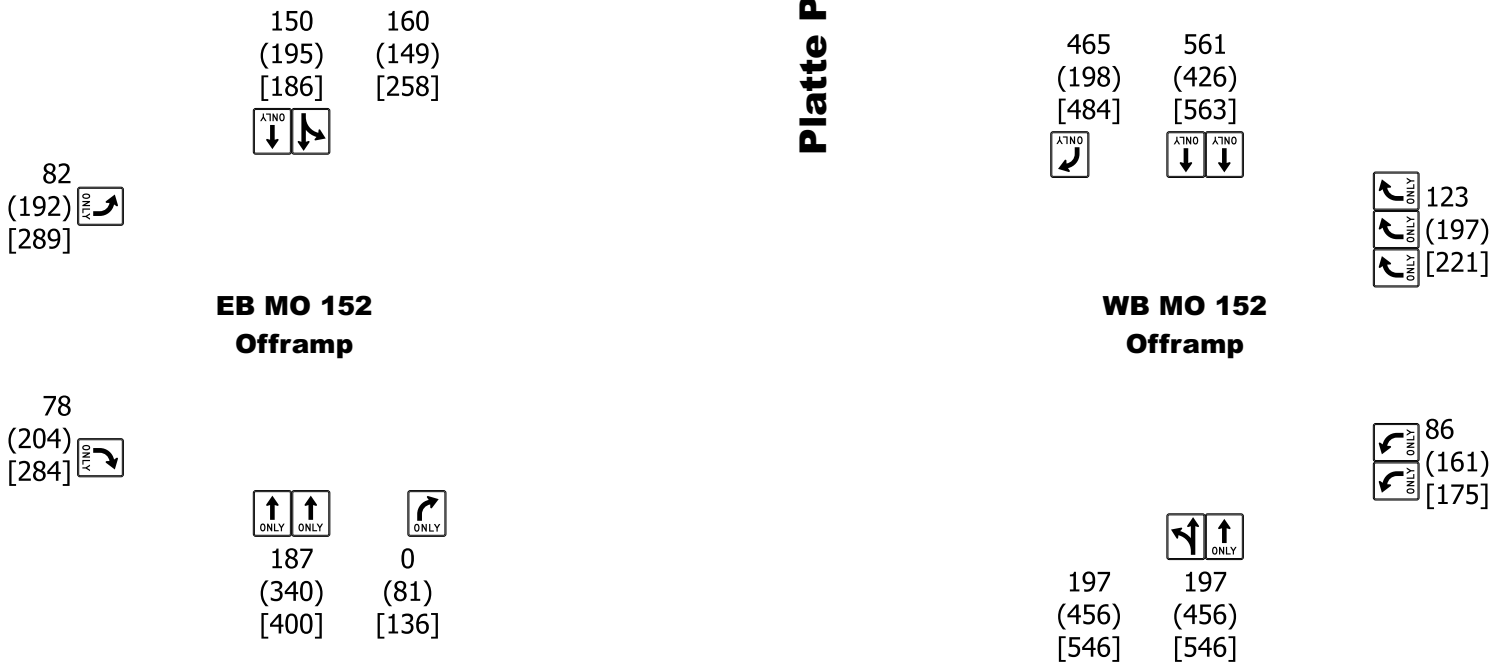
## Platte Purchase Drive



# 2021 95% Queue - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario

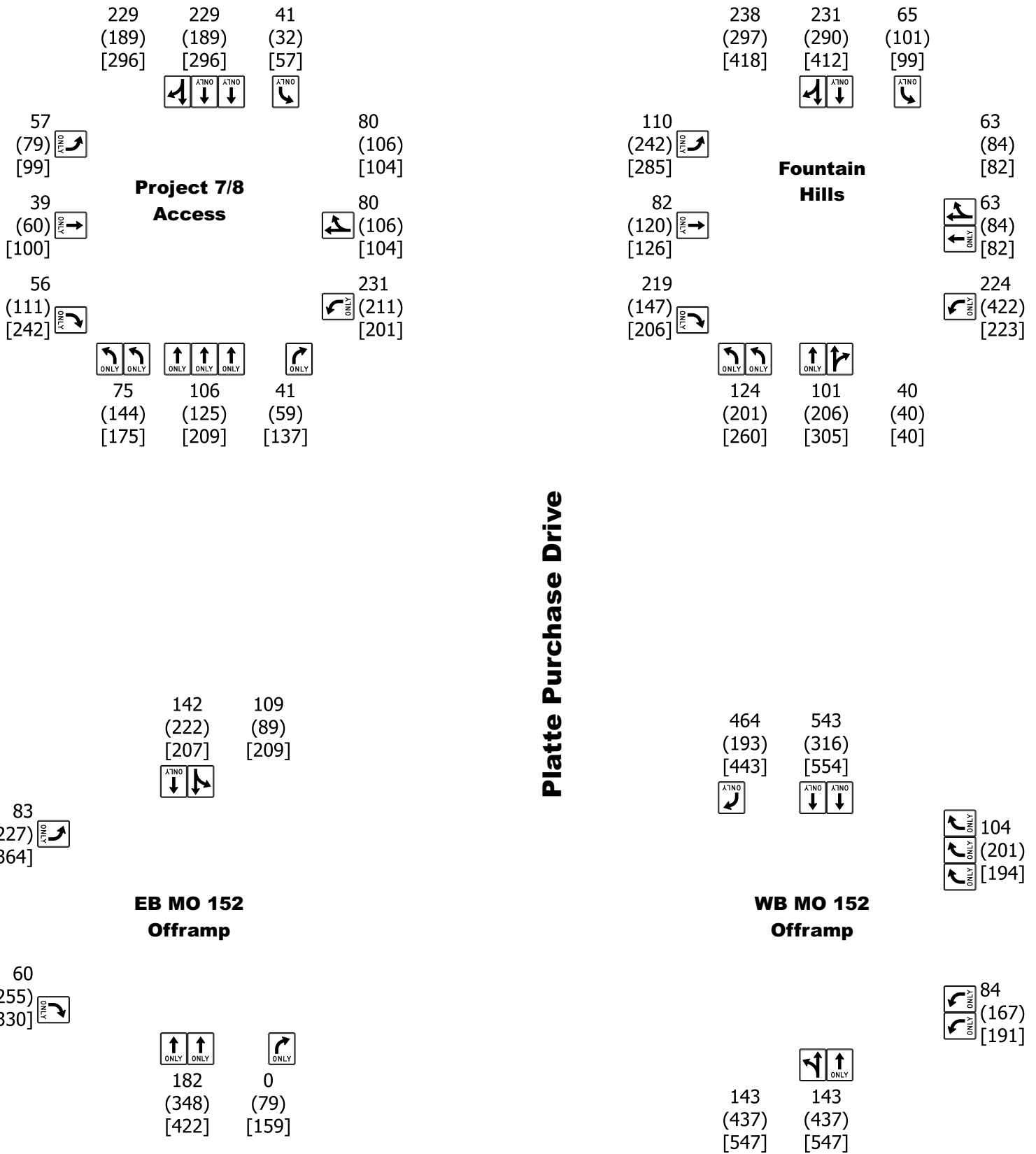


## Platte Purchase Drive

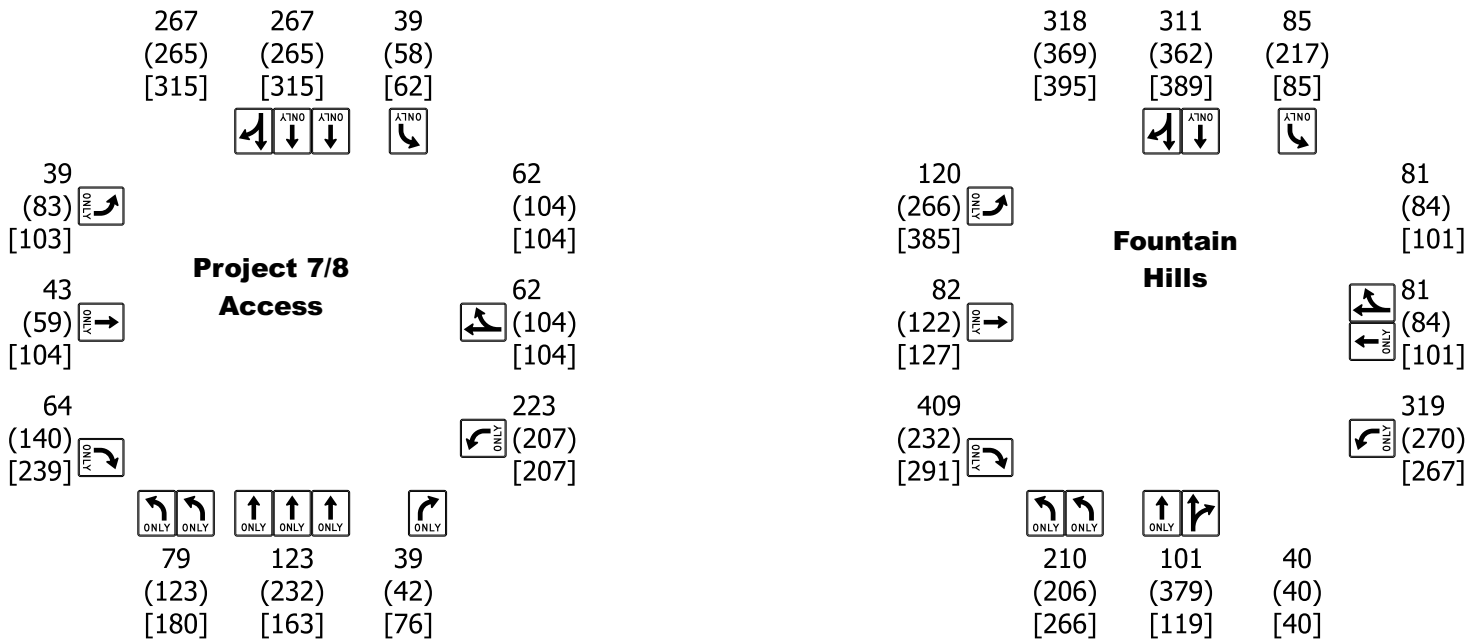




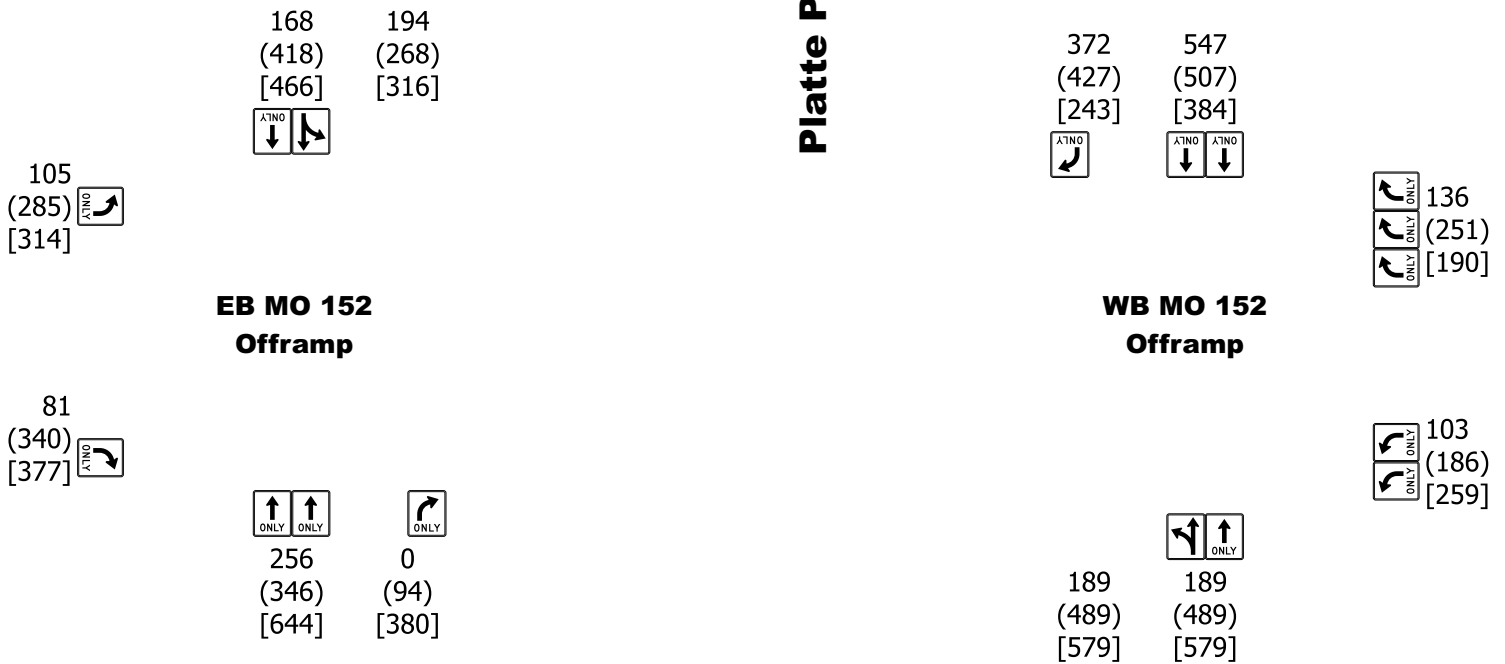
# 2031 95% Queue (Feet) - AM (PM) [Weekend] Partial Build - DDI - Full Access Scenario



# 2041 95% Queue - AM (PM) [Weekend] Full Build - DDI - Full Access Scenario



## Platte Purchase Drive





A P P E N D I X

vi

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**Weekday AM Peak**

Trip Distribution Column 4  
 Trip Distribution Row Start 3

Trip Distribution Column 1  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																			7%	47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																			11	74

Trip Distribution Column 4  
 Trip Distribution Row Start 21

Trip Distribution Column 1  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	56					18													30		197			
PP	Access		56															197							
PP	WB152		7									49						183	14						
PP	EB152		4					3									170	14							
PP	88th		4															14							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**Weekday AM Peak**

Trip Distribution Column 4  
 Trip Distribution Row Start 46

Trip Distribution Column 1  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											48%				5%		
PP	Access		45%																53%						
PP	WB152		12%									33%							43%	10%					
PP	EB152		5%					7%										38%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3											118				13		
PP	Access		37																131						
PP	WB152		10									27							106	25					
PP	EB152		4					6										94	12						
PP	88th		4																12						

Trip Distribution Column 4  
 Trip Distribution Row Start 64

Trip Distribution Column 1  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%							13%		6%	1%	40%		
PP	Access		47%																53%						
PP	WB152		25%									22%							38%	15%					
PP	EB152		10%					15%										28%	10%						
PP	88th		10%																10%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	283	31				50					13							52		23	5	168		
PP	Access		314																220						
PP	WB152		167									147							157	63					
PP	EB152		67					100										115	42						
PP	88th		67																42						

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**Weekday AM Peak**

Trip Distribution Column 4  
 Trip Distribution Row Start 88

Trip Distribution Column 1  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%									15%						24%	15%						
PP	EB152		5%					15%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4									3						2	1						
PP	EB152		1					3										2	0						
PP	88th		1															0							

Trip Distribution Column 4  
 Trip Distribution Row Start 106

Trip Distribution Column 1  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%									15%						25%	15%						
PP	EB152		5%					15%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	7	3				4											2		4		5			
PP	Access		10															7							
PP	WB152		5									4						4	3						
PP	EB152		1					4										4	1						
PP	88th		1															1							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**Weekday AM Peak**

Trip Distribution Column 4  
 Trip Distribution Row Start 132

Trip Distribution Column 1  
 Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%					22%													25%		50%			
PP	Access		50%																50%						
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5					2													2		3			
PP	Access		5																3						
PP	WB152		2									3							2	1					
PP	EB152		1					2										2	0						
PP	88th		1																0						

Trip Distribution Column 4  
 Trip Distribution Row Start 150

Trip Distribution Column 1  
 Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	60%					15%													10%		65%			
PP	Access		60%																65%						
PP	WB152		25%									35%							50%	15%					
PP	EB152		10%					15%										45%	5%						
PP	88th		10%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	108					27													13		86			
PP	Access		108																86						
PP	WB152		45									63							67	20					
PP	EB152		18					27										60	7						
PP	88th		18																7						

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**Weekday AM Peak**

Trip Distribution Column 4  
 Trip Distribution Row Start 173

Trip Distribution Column 1  
 Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			9%	25%				16%						8%									71%	19%	2%
PP	Access		9%	50%													71%									8%
PP	WB152		24%										35%				55%	16%								
PP	EB152		5%					19%									50%	5%								
PP	88th		5%														5%									
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			25	70				46						23									200	53	6
PP	Access		25	140													200								23	
PP	WB152		67										98				155	45								
PP	EB152		14					53									141	14								
PP	88th		14														14									

Trip Distribution Column 4  
 Trip Distribution Row Start 236

Trip Distribution Column 1  
 Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					8%									15%	8%							
PP	Access		16%														15%								
PP	WB152		16%														5%	10%							
PP	EB152		5%					11%									5%								
PP	88th		5%														5%								
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		34					16									27	14							
PP	Access		34														27								
PP	WB152		34														9	18							
PP	EB152		11					23									9								
PP	88th		11														9								



190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**Weekday AM Peak**

Trip Distribution Column 4  
 Trip Distribution Row Start 191

Trip Distribution Column 1  
 Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%										12%	11%				3%	0%	
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33										99	91				25	3	
PP	Access		63															123							
PP	WB152		63															41	82						
PP	EB152		20					43										41							
PP	88th		20															41							

Trip Distribution Column 4  
 Trip Distribution Row Start 218

Trip Distribution Column 1  
 Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%													65%	9%	26%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162													92	12	37			

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**Weekday AM Peak**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	6%				23%															21%	17%	5%
PP	Access		17%															21%								
PP	WB152		12%										5%					11%	10%							
PP	EB152		5%					7%									6%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		2	5	3				10															26	21	7
PP	Access		7															26								
PP	WB152		5										2					14	13							
PP	EB152		2					3									8	6								
PP	88th		2															6								

**Weekday AM Peak**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	460	176	30	73	64	101	52	55	27	0	13	0	33	70	0	0	302	104	73	5	473	251	77	12
PP	Access	0	667	140	0	91	0	0	0	0	0	0	0	0	80	0	0	1025	0	0	0	0	0	0	23
PP	WB152	0	410	0	0	91	0	0	0	0	59	0	398	46	80	0	0	741	284	0	0	0	0	0	0
PP	EB152	0	143	0	0	150	0	267	0	40	0	0	0	0	126	39	594	147	0	0	0	0	0	0	0
PP	88th	54	143	3	28	0	162	0	0	0	0	0	0	0	0	0	0	147	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2021 Week 1.5%

2021 - Weekday AM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	494	282	73	74	401	205	125	61	500	396	91	15
PP	Access	0	826	140	0	1297	0	0	0	0	0	0	23
PP	WB152	212	529	0	0	973	323	0	0	0	176	0	438
PP	EB152	0	451	187	701	448	0	290	0	132	0	0	0
PP	88th	54	316	46	120	298	162	92	12	37	49	0	230

SBO	SBE	NBO	NBE
1297			849
1297	1297	849	967
1149	1297	967	741
580	1149	741	637
	580	637	

2041 - Weekday AM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	494	295	88	74	413	205	125	61	500	446	91	17
PP	Access	0	854	140	0	1359	0	0	0	0	0	0	23
PP	WB152	270	543	0	0	1022	337	0	0	0	216	0	452
PP	EB152	0	514	238	737	501	0	299	0	164	0	0	0
PP	88th	54	376	61	152	350	162	92	12	37	61	0	283

2041 Weekday AM Full Build

**Weekday AM Peak Ramp Volumes**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 4

3 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						5%		5%				
Count			8						3		3				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							12%								
Count							18								

**Project #1**

21 4

21 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						38%		17%				
Count			1						34		15				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							32%		30%						
Count							88		82						

**Project #2**

46 4

46 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						33%						
Count			6						27						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							8%		30%						
Count							20		74						

**Project #3**

64 4

64 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						18%		8%				
Count			100						120		53				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		20%						
Count							42		84						

**Project #4**

88 4

88 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%		4%				
Count			3						2		1				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		10%						
Count							1		1						



**Weekday AM Peak Ramp Volumes**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			43												

191 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						19%		6%				
Count			32						41		13				

218 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%									
Count						21									

**Fountain Hills 11th Plat** 262 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						5%						
Count			3						2						

262 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Ramp Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	305	0	0	289	348	0	322	0	161				

**2021 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1384	421	1154	230	498	392	2249	450	506	190				
Mvmt			422			890	887			640	613				

112	246	152
112	246	152

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1343	112	1120	223	203	43	2183	124	491	28				

**2041 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1920	465	1601	319	579	409	3120	500	702	201				
			462			975	989			701	668				

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**Weekday PM Peak**

Trip Distribution Column 5  
 Trip Distribution Row Start 3

Trip Distribution Column 2  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%									32%										
PP	WB152					30%					8%			11%	32%										
PP	EB152					38%				20%					43%	13%									
PP	88th			5%	58%																		12%		55%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8				21	10										
PP	Access					51									31										
PP	WB152					51					13			11	31										
PP	EB152					64				34					43	12									
PP	88th			8	98																		12		55

Trip Distribution Column 5  
 Trip Distribution Row Start 21

Trip Distribution Column 2  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%													20%		63%			
PP	Access		67%															63%							
PP	WB152		7%									60%						60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	191					57													34		107			
PP	Access		191															107							
PP	WB152		20									171						102	5						
PP	EB152		14					6									94	9							
PP	88th		14															9							

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**Weekday PM Peak**

Trip Distribution Column 5  
 Trip Distribution Row Start 46

Trip Distribution Column 2  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		45%					4%												42%				5%		
PP	Access		45%																	47%						
PP	WB152		10%									35%								40%	7%					
PP	EB152		5%					5%										35%	5%							
PP	88th		5%																	5%						
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		123					10												68				8		
PP	Access		123																	76						
PP	WB152		26									97								65	11					
PP	EB152		14					12										57	8							
PP	88th		14																	8						

Trip Distribution Column 5  
 Trip Distribution Row Start 64

Trip Distribution Column 2  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH	49%	5%				8%					4%								11%		5%	1%	36%		
PP	Access		55%																	48%						
PP	WB152		20%									35%								38%	10%					
PP	EB152		5%					15%										33%	5%							
PP	88th		5%																	5%						
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH	72	8				12					6								18		8	2	57		
PP	Access		80																	74						
PP	WB152		29									51								59	16					
PP	EB152		7					22										51	8							
PP	88th		7																	8						



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**Weekday PM Peak**

Trip Distribution Column 5  
 Trip Distribution Row Start 88

Trip Distribution Column 2  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%																34%			1%			
PP	Access		35%																34%						
PP	WB152		15%									20%							24%	10%					
PP	EB152		5%					10%										19%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35																43			1			
PP	Access		41																43						
PP	WB152		18									24							31	13					
PP	EB152		6					12										24	6						
PP	88th		6																6						

Trip Distribution Column 5  
 Trip Distribution Row Start 106

Trip Distribution Column 2  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%												9%		35%		26%		
PP	Access		35%																35%						
PP	WB152		15%									20%							25%	10%					
PP	EB152		5%					10%										20%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	20	9				13												8		31		24		
PP	Access		29																31						
PP	WB152		12									16							22	9					
PP	EB152		4					8										18	4						
PP	88th		4																4						

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**Weekday PM Peak**

Trip Distribution Column 5  
 Trip Distribution Row Start 132

Trip Distribution Column 2  
 Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%					22%													25%		50%			
PP	Access		50%																50%						
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%											30%	5%					
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	98					43													25		50			
PP	Access		98																50						
PP	WB152		39									59							35	15					
PP	EB152		10					29											30	5					
PP	88th		10																5						

Trip Distribution Column 5  
 Trip Distribution Row Start 150

Trip Distribution Column 2  
 Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	60%					15%													15%		60%			
PP	Access		60%																60%						
PP	WB152		15%									45%							50%	10%					
PP	EB152		5%					10%											45%	5%					
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	170					42													48		193			
PP	Access		170																193						
PP	WB152		42									127							161	32					
PP	EB152		14					28											145	16					
PP	88th		14																16						

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**Weekday PM Peak**

Trip Distribution Column 5  
 Trip Distribution Row Start 173

Trip Distribution Column 2  
 Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			10%	20%				14%						8%									61%	29%	2%
PP	Access		10%	56%													61%									8%
PP	WB152		16%										50%				45%	16%								
PP	EB152		5%					11%									40%	5%								
PP	88th		5%														5%									
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			42	85				58						29								218	103	7	
PP	Access		42	239													218								29	
PP	WB152		69										212				161	57								
PP	EB152		21					48									143	18								
PP	88th		21														18									

Trip Distribution Column 5  
 Trip Distribution Row Start 236

Trip Distribution Column 2  
 Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					8%									20%	8%							
PP	Access		15%														20%								
PP	WB152		15%														5%	15%							
PP	EB152		5%					10%									5%								
PP	88th		5%														5%								
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		73					36									90	34							
PP	Access		73														90								
PP	WB152		73														23	68							
PP	EB152		24					48									23								
PP	88th		24														23								

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**Weekday PM Peak**

Trip Distribution Column 5  
 Trip Distribution Row Start 191

Trip Distribution Column 2  
 Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5  
 Trip Distribution Row Start 218

Trip Distribution Column 2  
 Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			



**Weekday PM Peak**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	556	393	56	93	111	167	126	87	36	0	6	0	31	86	0	0	339	110	147	3	438	259	120	12
PP	Access	0	1006	239	0	148	0	0	0	0	0	0	0	0	89	0	0	1036	0	0	0	0	0	0	29
PP	WB152	0	482	0	0	148	0	0	0	0	82	0	763	49	89	0	0	701	335	0	0	0	0	0	0
PP	EB152	0	168	0	0	229	0	314	0	89	0	0	0	0	138	41	565	136	0	0	0	0	0	0	0
PP	88th	55	168	8	98	0	221	0	0	0	0	0	0	0	0	0	0	136	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2021 - Weekday PM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	587	711	211	96	495	277	273	90	474	357	126	15
PP	Access	0	1481	239	0	1326	0	0	0	0	0	0	29
PP	WB152	287	786	0	0	943	383	0	0	0	350	3	934
PP	EB152	0	649	325	615	678	0	431	1	376	0	0	0
PP	88th	55	499	91	325	508	221	124	17	50	83	0	352

2021 Weekday PM Full Build

	1326			1509
	1326	1326	1509	1720
	1293	1326	1720	1073
	1054	1293	1080	975
		1054	975	

2041 - Weekday PM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	587	791	265	97	510	277	273	90	474	391	126	16
PP	Access	0	1615	239	0	1375	0	0	0	0	0	0	29
PP	WB152	370	861	0	0	976	399	0	0	0	443	4	993
PP	EB152	0	768	424	632	787	0	472	1	475	0	0	0
PP	88th	55	613	120	403	638	221	124	17	50	107	0	455

2041 Weekday PM Full Build

**Weekday PM Peak Ramp Volumes**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 5

3 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						4%		4%
Count			34						6		6

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						13%					
Count						12					

**Project #1**

21 5

21 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			1%						43%		17%
Count			3						122		48

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						51	43				

**Project #2**

46 5

46 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						35%		
Count			12						97		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	25%				
Count						16	40				

**Project #3**

64 5

64 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						27%		15%
Count			22						40		22

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	15%				
Count						31	24				

**Project #4**

88 5

88 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			12						19		5

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						13	13				

**Weekday PM Peak Ramp Volumes**

		Entering (IN)										Exiting (OUT)																													
		EB PP					EB152 (PP-US169SB)					WB152 (US169SB-PP)					EB PP					EB152 (PP-US169SB)					WB152 (US169SB-PP)														
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
<b>Project #5</b>		106										5										106										2									
%			10%						16%		4%					10%	10%									10%	10%														
Count			8						13		3					9	9									9	9														
<b>Project #6</b>		132										5										132										2									
%			15%						24%		6%					15%	15%									15%	15%														
Count			29						47		12					15	15									15	15														
<b>Project #7</b>		150										5										150										2									
%			10%						26%		19%					30%	15%									30%	15%														
Count			28						74		54					96	48									96	48														
<b>Project #8</b>		173										5										173										2									
%			11%						25%		25%					20%	20%									20%	20%														
Count			48						106		106					71	71									71	71														
<b>TIF North of Creek</b>		236										5										236										2									
%			10%																																						
Count			48																																						



**Weekday PM Peak Ramp Volumes**

Entering (IN)

Exiting (OUT)

**Mann Farm**

191 5

191 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			93												

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP**

218 5

218 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						19%		6%				
Count			55						52		17				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat**

262 5

262 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						5%						
Count			6						7						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

**2021 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	400	0	0	344	263	0	583	0	273				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2988	805	2764	224	654	288	1736	950	291	334				
			807			942	940			1284	1283				

393	324	426
393	325	416

**2019 Volumes**

**2041 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2900	393	2683	217	301	24	1685	356	282	60				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		4024	945	3722	302	761	297	2338	1077	392	356				
			947			1056	1058			1433	1436				

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**Weekend Peak**

Trip Distribution Column 6  
 Trip Distribution Row Start 3

Trip Distribution Column 3  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				17%	15%										
PP	Access					35%									32%										
PP	WB152					35%					10%			11%	32%										
PP	EB152					45%				10%					43%	10%									
PP	88th			5%	55%																			12%	53%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					37				15				23	21										
PP	Access					52									43										
PP	WB152					52					15			15	43										
PP	EB152					67				15					59	14									
PP	88th			7	82																			17	73

Trip Distribution Column 6  
 Trip Distribution Row Start 21

Trip Distribution Column 3  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%									65%						60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	185					25													42		152			
PP	Access		185															152							
PP	WB152		23									163						145	7						
PP	EB152		13					10									133	12							
PP	88th		13															12							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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 Kansas City, MO

**Weekend Peak**

Trip Distribution Column 6  
 Trip Distribution Row Start 46

Trip Distribution Column 3  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		52%					4%											40%				4%		
PP	Access		52%																44%						
PP	WB152		12%									40%							38%	6%					
PP	EB152		5%					7%										33%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		113					8											73				8		
PP	Access		113																82						
PP	WB152		26									87							70	11					
PP	EB152		11					15										61	9						
PP	88th		11																9						

Trip Distribution Column 6  
 Trip Distribution Row Start 64

Trip Distribution Column 3  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%	6%				8%					3%							11%		6%	3%	39%		
PP	Access		55%																50%						
PP	WB152		20%									35%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	57	6				9					3							9		5	2	33		
PP	Access		64																42						
PP	WB152		23									40							30	13					
PP	EB152		6					17										25	4						
PP	88th		6																4						

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**Weekend Peak**

Trip Distribution Column 6  
 Trip Distribution Row Start 88

Trip Distribution Column 3  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%									20%						24%	10%						
PP	EB152		5%					10%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60															60			2				
PP	Access		70															60							
PP	WB152		30									40						43	18						
PP	EB152		10					20										34	9						
PP	88th		10															9							

Trip Distribution Column 6  
 Trip Distribution Row Start 106

Trip Distribution Column 3  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%									20%						25%	10%						
PP	EB152		5%					10%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	26	11				17											8		34		25			
PP	Access		37															34							
PP	WB152		16									21						24	10						
PP	EB152		5					10										19	5						
PP	88th		5															5							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**Weekend Peak**

Trip Distribution Column 6  
 Trip Distribution Row Start 132

Trip Distribution Column 3  
 Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	70%					12%													15%		67%			
PP	Access		70%																67%						
PP	WB152		22%									48%							47%	20%					
PP	EB152		2%					20%										45%	2%						
PP	88th		2%																2%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	243					42													56		251			
PP	Access		243																251						
PP	WB152		76									166							176	75					
PP	EB152		7					69										169	8						
PP	88th		7																8						

Trip Distribution Column 6  
 Trip Distribution Row Start 150

Trip Distribution Column 3  
 Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	55%					15%													15%		55%			
PP	Access		55%																55%						
PP	WB152		15%									40%							45%	10%					
PP	EB152		5%					10%										40%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	183					50													45		166			
PP	Access		183																166						
PP	WB152		50									133							136	30					
PP	EB152		17					33										121	15						
PP	88th		17																15						

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**Weekend Peak**

Trip Distribution Column 6  
 Trip Distribution Row Start 173

Trip Distribution Column 3  
 Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			9%	15%				23%						12%								61%	24%	3%
PP	Access		9%	53%														61%							12%
PP	WB152		17%									45%						50%	11%						
PP	EB152		5%					12%									45%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			47	75				113						43								217	84	11
PP	Access		47	264														217							43
PP	WB152		85									225						178	39						
PP	EB152		25					60									160	18							
PP	88th		25															18							

Trip Distribution Column 6  
 Trip Distribution Row Start 236

Trip Distribution Column 3  
 Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					11%										12%	11%						
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		81					61										61	57						
PP	Access		81															61							
PP	WB152		81															25	36						
PP	EB152		27					54										25							
PP	88th		27															25							

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**Weekend Peak**

Trip Distribution Column 6  
 Trip Distribution Row Start 191

Trip Distribution Column 3  
 Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6  
 Trip Distribution Row Start 218

Trip Distribution Column 3  
 Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			

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**Weekend Peak**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	3%				23%															16%	17%	8%
PP	Access		18%															16%								
PP	WB152		12%										6%					10%	6%							
PP	EB152		5%					7%									5%	5%								
PP	88th		5%														5%									
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	3				26															15	16	8
PP	Access		20															15								
PP	WB152		13										7					10	6							
PP	EB152		6					8									5	5								
PP	88th		6														5									



190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**Weekend Peak**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	704	450	61	79	96	142	185	139	44	0	3	0	32	102	0	0	323	240	182	4	636	260	105	19
PP	Access	0	1215	264	0	141	0	0	0	0	0	0	0	0	92	0	0	1218	0	0	0	0	0	0	43
PP	WB152	0	596	0	0	141	0	0	0	0	89	0	882	54	92	0	0	894	324	0	0	0	0	0	0
PP	EB152	0	184	0	0	229	0	413	0	89	0	0	0	0	147	43	727	167	0	0	0	0	0	0	0
PP	88th	59	184	7	82	0	236	0	0	0	0	0	0	0	0	0	0	167	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648	674	

2021 - Weekend Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	736	638	123	81	461	383	367	143	680	352	108	22
PP	Access	0	1449	264	0	1497	0	0	0	0	0	0	43
PP	WB152	388	777	0	0	1142	355	0	0	0	386	3	936
PP	EB152	0	703	364	789	739	0	462	3	413	0	0	0
PP	88th	59	389	97	523	393	236	117	20	59	111	0	561

2021 Weekend Full Build

	1494			1497
	1497	1497	1492	1713
	1528	1497	1713	1165
	1153	1528	1165	1068
		1153	1068	

2041 - Weekend Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	736	668	144	82	476	383	367	143	680	385	108	23
PP	Access	0	1498	264	0	1545	0	0	0	0	0	0	43
PP	WB152	504	808	0	0	1179	366	0	0	0	490	4	955
PP	EB152	0	833	476	810	858	0	479	4	526	0	0	0
PP	88th	59	461	128	676	472	236	117	20	59	144	0	731

2041 Weekend Full Build

**Weekend Peak Ramp Volumes**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						5%		5%
Count			15						7		7

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%					
Count						14					

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%					48%		17%	
Count			5					120		43	

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						72	60				

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%					40%			
Count			15					87			

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	25%				
Count						15	46				

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%					30%		10%	
Count			17					35		12	

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	20%				
Count						13	17				

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%					16%		4%	
Count			20					32		8	

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						18	18				



**Weekend Peak Ramp Volumes**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			116												

191 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			25%						19%		6%				
Count			74						56		18				

218 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat** 262 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						6%						
Count			8						7						

262 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	496	0	0	430	341	0	682	0	295				

**2021 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		3080	873	2822	258	787	370	1736	986	240	346				
			879			1157	1153			1332	1322				

				375		344									
		366		372		341									
		366		375		344									

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2990	366	2739	251	347	28	1685	295	233	49				

**2041 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		4149	1004	3801	348	911	381	2338	1091	324	364				
			1005			1286	1291			1455	1444				

\*2017 Highway Weekend Volumes are Estimates

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**2021 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																		7%		47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																			11	74

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	56					18													30		197			
PP	Access		56															197							
PP	WB152		7									49						183	14						
PP	EB152		4					3									170	14							
PP	88th		4															14							

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**2021 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 46

Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											48%				5%		
PP	Access		45%																53%						
PP	WB152		12%									33%							43%	10%					
PP	EB152		5%					7%										38%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3											118				13		
PP	Access		37																131						
PP	WB152		10									27							106	25					
PP	EB152		4					6										94	12						
PP	88th		4																12						

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 64

Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%							13%		6%	1%	40%		
PP	Access		47%																53%						
PP	WB152		25%									22%							38%	15%					
PP	EB152		10%					15%										28%	10%						
PP	88th		10%																10%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	283	31				50					13							52		23	5	168		
PP	Access		314																220						
PP	WB152		167									147							157	63					
PP	EB152		67					100										115	42						
PP	88th		67																42						

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**2021 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 88

Trip Distribution Column 1  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%									15%						24%	15%						
PP	EB152		5%					15%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4									3						2	1						
PP	EB152		1					3										2	0						
PP	88th		1															0							

Trip Distribution Column 4  
 Trip Distribution Row Start 106

Trip Distribution Column 1  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%									15%						25%	15%						
PP	EB152		5%					15%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	7	3				4											2		4		5			
PP	Access		10															7							
PP	WB152		5									4						4	3						
PP	EB152		1					4										4	1						
PP	88th		1															1							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2021 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%								18%					8%		15%			
PP	Access	35%	15%				15%											15%		18%		35%			
PP	WB152		20%									30%						35%	15%						
PP	EB152		5%					15%									30%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	2				2	1								1					1		1			
PP	Access	4	2				2											1		1		2			
PP	WB152		2									3						2	1						
PP	EB152		1					2									2	0							
PP	88th		1															0							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%								8%					3%		16%			
PP	Access	45%	15%				4%											16%		8%		49%			
PP	WB152		25%									35%						50%	15%						
PP	EB152		10%					15%									45%	5%							
PP	88th		10%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	27				7	20								10					3		22			
PP	Access	81	27				7											22		10		65			
PP	WB152		45									63						67	20						
PP	EB152		18					27									60	7							
PP	88th		18															7							



190577 Platte Purchase Development  
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**2021 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			9%	19%	6%			11%						8%								14%	11%	2%
PP	Access		9%	50%	6%				5%									14%					57%	8%	8%
PP	WB152		24%										35%					55%	16%						
PP	EB152		5%					19%									50%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			25	53	18			32						23								40	32	6
PP	Access		25	140	18				14									40					160	21	23
PP	WB152		67										98					155	45						
PP	EB152		14					53									141	14							
PP	88th		14															14							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					8%										15%	8%						
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		34					16										27	14						
PP	Access		34															27							
PP	WB152		34															9	18						
PP	EB152		11					23										9							
PP	88th		11															9							

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**2021 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%										12%	11%				3%	0%	
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33										99	91				25	3	
PP	Access		63															123							
PP	WB152		63															41	82						
PP	EB152		20					43										41							
PP	88th		20															41							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%													65%	9%	26%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162													92	12	37			

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2021 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	6%				23%															21%	17%	5%
PP	Access		17%															21%								
PP	WB152		12%										5%					11%	10%							
PP	EB152		5%					7%									6%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		2	5	3				10														26	21	7	
PP	Access		7															26								
PP	WB152		5										2					14	13							
PP	EB152		2					3									8	6								
PP	88th		2															6								

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
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2021 Weekday AM Peak - Full Access - Full Build

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	375	176	30	55	90	93	52	41	27	0	13	0	33	81	0	0	302	104	61	5	406	91	56	12
PP	Access	85	582	140	18	91	8	0	14	0	0	0	0	0	80	0	0	798	0	11	0	67	160	21	23
PP	WB152	0	410	0	0	91	0	0	0	0	59	0	398	46	80	0	0	741	284	0	0	0	0	0	0
PP	EB152	0	143	0	0	150	0	267	0	40	0	0	0	0	126	39	594	147	0	0	0	0	0	0	0
PP	88th	54	143	3	28	0	162	0	0	0	0	0	0	0	0	0	0	147	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2021 Week

SBO	SBE	NBO	NBE
1096			775
1297	1096	775	967
1149	1297	967	741
580	1149	741	637
	580	637	

2021 - Weekday AM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	409	293	73	56	427	197	114	47	433	236	70	15
PP	Access	85	741	140	18	1070	8	11	14	67	160	21	23
PP	WB152	212	529	0	0	973	323	0	0	0	176	0	438
PP	EB152	0	451	187	701	448	0	290	0	132	0	0	0
PP	88th	54	316	46	120	298	162	92	12	37	49	0	230

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 Trip Generation Turning Movement Assignment

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**2021 Weekday AM Peak Ramp Volumes - Full Access**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 4

3 1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						5%		5%
Count			8						3		3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						12%					
Count						18					

**Project #1**

21 4

21 1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						38%		17%
Count			1						34		15

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						32%	30%				
Count						88	82				

**Project #2**

46 4

46 1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						33%		
Count			6						27		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	30%				
Count						20	74				

**Project #3**

64 4

64 1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						18%		8%
Count			100						120		53

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	20%				
Count						42	84				

**Project #4**

88 4

88 1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%		4%
Count			3						2		1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						1	1				



**2021 Weekday AM Peak Ramp Volumes - Full Access**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			43												

191 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						19%		6%				
Count			32						41		13				

218 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							21								

**Fountain Hills 11th Plat** 262 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						5%						
Count			3						2						

262 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Ramp Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	305	0	0	289	348	0	322	0	161				

**2021 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1384	421	1154	230	498	392	2249	450	506	190				
Mvmt			422			890	887			640	613				

112	246	152
112	246	152

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1343	112	1120	223	203	43	2183	124	491	28				

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**2021 Weekday PM Peak - Full Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%									32%										
PP	WB152					30%					8%			11%	32%										
PP	EB152					38%				20%					43%	13%									
PP	88th			5%	58%																		12%		55%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8				21	10										
PP	Access					51									31										
PP	WB152					51					13			11	31										
PP	EB152					64				34					43	12									
PP	88th			8	98																		12		55

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%													20%		63%			
PP	Access		67%															63%							
PP	WB152		7%									60%						60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	191					57													34		107			
PP	Access		191															107							
PP	WB152		20									171						102	5						
PP	EB152		14					6									94	9							
PP	88th		14															9							





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**2021 Weekday PM Peak - Full Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 88

Trip Distribution Column 2  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%										20%					24%	10%						
PP	EB152		5%					10%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35															43			1				
PP	Access		41															43							
PP	WB152		18										24					31	13						
PP	EB152		6					12										24	6						
PP	88th		6															6							

Trip Distribution Column 5  
 Trip Distribution Row Start 106

Trip Distribution Column 2  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%										20%					25%	10%						
PP	EB152		5%					10%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	20	9				13											8		31		24			
PP	Access		29															31							
PP	WB152		12										16					22	9						
PP	EB152		4					8										18	4						
PP	88th		4															4							

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**2021 Weekday PM Peak - Full Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%								18%					8%		15%			
PP	Access	35%	15%				15%											15%		18%		35%			
PP	WB152		20%									30%						35%	15%						
PP	EB152		5%					15%									30%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	29				30	13								18					8		15			
PP	Access	68	29				30											15		18		35			
PP	WB152		39									59						35	15						
PP	EB152		10					29									30	5							
PP	88th		10															5							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%								11%					4%		15%			
PP	Access	45%	15%				4%											15%		11%		45%			
PP	WB152		15%									45%						50%	10%						
PP	EB152		5%					10%									45%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42				11	32								36					12		48			
PP	Access	127	42				11											48		36		145			
PP	WB152		42									127						161	32						
PP	EB152		14					28									145	16							
PP	88th		14															16							

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Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			10%	15%	5%			9%						8%									12%	16%	2%
PP	Access		10%	56%	5%				5%									12%					49%	13%	8%	
PP	WB152		16%										50%					45%	16%							
PP	EB152		5%					11%									40%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			42	64	21			37						29								44	58	7	
PP	Access		42	239	21				21									44					174	45	29	
PP	WB152		69										212					161	57							
PP	EB152		21					48									143	18								
PP	88th		21															18								

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					8%										20%	8%						
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		73					36										90	34						
PP	Access		73															90							
PP	WB152		73															23	68						
PP	EB152		24					48										23							
PP	88th		24															23							

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Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			



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**2021 Weekday PM Peak - Full Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	361	393	56	72	173	126	126	66	36	0	6	0	31	140	0	0	339	110	93	3	259	85	76	12
PP	Access	196	810	239	21	148	41	0	21	0	0	0	0	0	89	0	0	682	0	54	0	180	174	45	29
PP	WB152	0	482	0	0	148	0	0	0	0	82	0	763	49	89	0	0	701	335	0	0	0	0	0	0
PP	EB152	0	168	0	0	229	0	314	0	89	0	0	0	0	138	41	565	136	0	0	0	0	0	0	0
PP	88th	55	168	8	98	0	221	0	0	0	0	0	0	0	0	0	0	136	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2021 - Weekday PM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	392	765	211	75	556	237	219	69	295	183	81	15
PP	Access	196	1285	239	21	972	41	54	21	180	174	45	29
PP	WB152	287	786	0	0	943	383	0	0	0	350	3	934
PP	EB152	0	649	325	615	678	0	431	1	376	0	0	0
PP	88th	55	499	91	325	508	221	124	17	50	83	0	352

2021 Weekday PM Full Build

	1034			1367
	1326	1034	1367	1720
	1293	1326	1720	1073
	1054	1293	1080	975
		1054	975	

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2021 Weekday PM Peak Ramp Volumes - Full Access

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 5

3 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						4%		4%
Count			34						6		6

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						13%					
Count						12					

**Project #1**

21 5

21 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			1%						43%		17%
Count			3						122		48

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						51	43				

**Project #2**

46 5

46 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						35%		
Count			12						97		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	25%				
Count						16	40				

**Project #3**

64 5

64 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						27%		15%
Count			22						40		22

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	15%				
Count						31	24				

**Project #4**

88 5

88 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			12						19		5

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						13	13				



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**2021 Weekday PM Peak Ramp Volumes - Full Access**

		Entering (IN)					Exiting (OUT)										
		106 5					106 2										
		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)			EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)		
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			10%						16%		4%					10%	10%
Count			8						13		3					9	9
<b>Project #5</b>		132 5					132 2										
		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)			EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)		
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			15%						24%		6%					15%	15%
Count			29						47		12					15	15
<b>Project #6</b>		150 5					150 2										
		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)			EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)		
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			10%						26%		19%					30%	15%
Count			28						74		54					96	48
<b>Project #7</b>		173 5					173 2										
		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)			EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)		
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			11%						25%		25%					20%	20%
Count			48						106		106					71	71
<b>Project #8</b>		236 5					236 2										
		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)			EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)		
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			10%														
Count			48														
<b>TIF North of Creek</b>																	

**2021 Weekday PM Peak Ramp Volumes - Full Access**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			93												

191 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R

**SW Corner of 152 & PP** 218 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						19%		6%				
Count			55						52		17				

218 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
							15%								
							29								

**Fountain Hills 11th Plat** 262 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						5%						
Count			6						7						

262 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R

**Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	400	0	0	344	263	0	583	0	273				

**2021 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2988	805	2764	224	654	288	1736	950	291	334				
			807			942	940			1284	1283				

393	324	426
393	325	416

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2900	393	2683	217	301	24	1685	356	282	60				

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**2021 Weekend Peak - Full Access - Full Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 3

Trip Distribution Column 3  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				17%	15%										
PP	Access					35%									32%										
PP	WB152					35%					10%			11%	32%										
PP	EB152					45%				10%					43%	10%									
PP	88th			5%	55%																			12%	53%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					37				15				23	21										
PP	Access					52									43										
PP	WB152					52					15			15	43										
PP	EB152					67				15					59	14									
PP	88th			7	82																			17	73

Trip Distribution Column 6  
 Trip Distribution Row Start 21

Trip Distribution Column 3  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%									65%						60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	185					25													42		152			
PP	Access		185															152							
PP	WB152		23									163						145	7						
PP	EB152		13					10									133	12							
PP	88th		13															12							

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**2021 Weekend Peak - Full Access - Full Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 46

Trip Distribution Column 3  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		52%					4%											40%				4%		
PP	Access		52%																44%						
PP	WB152		12%									40%							38%	6%					
PP	EB152		5%					7%										33%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		113					8											73				8		
PP	Access		113																82						
PP	WB152		26									87							70	11					
PP	EB152		11					15										61	9						
PP	88th		11																9						

Trip Distribution Column 6  
 Trip Distribution Row Start 64

Trip Distribution Column 3  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%	6%				8%					3%							11%		6%	3%	39%		
PP	Access		55%																50%						
PP	WB152		20%									35%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	57	6				9					3							9		5	2	33		
PP	Access		64																42						
PP	WB152		23									40							30	13					
PP	EB152		6					17										25	4						
PP	88th		6																4						

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Trip Distribution Column 6  
 Trip Distribution Row Start 88

Trip Distribution Column 3  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%									20%						24%	10%						
PP	EB152		5%					10%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60															60			2				
PP	Access		70															60							
PP	WB152		30									40						43	18						
PP	EB152		10					20										34	9						
PP	88th		10															9							

Trip Distribution Column 6  
 Trip Distribution Row Start 106

Trip Distribution Column 3  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%									20%						25%	10%						
PP	EB152		5%					10%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	26	11				17											8		34		25			
PP	Access		37															34							
PP	WB152		16									21						24	10						
PP	EB152		5					10										19	5						
PP	88th		5															5							

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Trip Distribution Column 6

Trip Distribution Column 3

**Project #6**

Trip Distribution Row Start 132

Trip Distribution Row Start 132

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	21%				8%	4%								11%					5%		20%			
PP	Access	49%	21%				8%											20%		11%		47%			
PP	WB152		22%									48%						47%	20%						
PP	EB152		2%					20%									45%	2%							
PP	88th		2%															2%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	73				29	12								39					17		75			
PP	Access	170	73				29											75		39		176			
PP	WB152		76									166						176	75						
PP	EB152		7					69									169	8							
PP	88th		7															8							

Trip Distribution Column 6

Trip Distribution Column 3

**Project #7**

Trip Distribution Row Start 150

Trip Distribution Row Start 150

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	14%				4%	11%								11%					4%		14%			
PP	Access	41%	14%				4%											14%		11%		41%			
PP	WB152		15%									40%						45%	10%						
PP	EB152		5%					10%									40%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	46				12	37								34					11		42			
PP	Access	137	46				12											42		34		125			
PP	WB152		50									133						136	30						
PP	EB152		17					33									121	15							
PP	88th		17															15							

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Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			9%	11%	4%			13%						12%									12%	14%	3%
PP	Access		9%	53%	4%				10%									12%					49%	10%	12%	
PP	WB152		17%										45%					50%	11%							
PP	EB152		5%					12%									45%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			47	56	19			63						43								43	49	11	
PP	Access		47	264	19				50									43					173	36	43	
PP	WB152		85										225					178	39							
PP	EB152		25					60									160	18								
PP	88th		25															18								

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					11%										12%	11%						
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		81					61										61	57						
PP	Access		81															61							
PP	WB152		81															25	36						
PP	EB152		27					54										25							
PP	88th		27															25							

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Trip Distribution Column 6

Trip Distribution Column 3

**Mann Farm**

Trip Distribution Row Start 191

Trip Distribution Row Start 191

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6

Trip Distribution Column 3

**SW Corner of 152 & PP**

Trip Distribution Row Start 218

Trip Distribution Row Start 218

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			



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Trip Distribution Column 6

Trip Distribution Column 3

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent											OUT Distribution Percent															
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
PP	FH		5%	12%	3%				23%																	16%	17%	8%
PP	Access		18%															16%										
PP	WB152		12%										6%					10%	6%									
PP	EB152		5%					7%									5%	5%										
PP	88th		5%														5%											
		IN Distributed Volume											OUT Distributed Volume															
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
PP	FH		6	14	3				26																	15	16	8
PP	Access		20															15										
PP	WB152		13										7					10	6									
PP	EB152		6					8									5	5										
PP	88th		6															5										

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**2021 Weekend Peak - Full Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	397	450	61	60	157	101	185	89	44	0	3	0	32	176	0	0	323	240	109	4	335	86	69	19
PP	Access	307	908	264	19	141	42	0	50	0	0	0	0	0	92	0	0	744	0	73	0	301	173	36	43
PP	WB152	0	596	0	0	141	0	0	0	0	89	0	882	54	92	0	0	894	324	0	0	0	0	0	0
PP	EB152	0	184	0	0	229	0	413	0	89	0	0	0	0	147	43	727	167	0	0	0	0	0	0	0
PP	88th	59	184	7	82	0	236	0	0	0	0	0	0	0	0	0	0	167	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648	674	

2021 - Weekend Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	429	711	123	63	522	341	294	93	380	179	72	22
PP	Access	307	1142	264	19	1023	42	73	50	301	173	36	43
PP	WB152	388	777	0	0	1142	355	0	0	0	386	3	936
PP	EB152	0	703	364	789	739	0	462	3	413	0	0	0
PP	88th	59	389	97	523	393	236	117	20	59	111	0	561

2021 Weekend Full Build

1080			1263
1497	1083	1258	1713
1528	1497	1713	1165
1153	1528	1165	1068
	1153	1068	

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**2021 Weekend Peak Ramp Volumes - Full Access**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						5%		5%
Count			15						7		7

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%					
Count						14					

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%					48%			17%
Count			5					120			43

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						72	60				

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%					40%			
Count			15					87			

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	25%				
Count						15	46				

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%					30%			10%
Count			17					35			12

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	20%				
Count						13	17				

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			20						32		8

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						18	18				

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**2021 Weekend Peak Ramp Volumes - Full Access**

		Entering (IN)								Exiting (OUT)																							
		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)				EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)											
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R		
<b>Project #5</b>		106								6								106								3							
%			10%						16%		4%					10%	10%									10%	10%						
Count			10						17		4					10	10									10	10						
<b>Project #6</b>		132								6								132								3							
%			20%						39%		9%					30%	15%									30%	15%						
Count			69						135		31					113	56									113	56						
<b>Project #7</b>		150								6								150								3							
%			10%						26%		14%					25%	15%									25%	15%						
Count			33						86		47					76	45									76	45						
<b>Project #8</b>		173								6								173								3							
%			12%						20%		25%					20%	25%									20%	25%						
Count			60						100		125					71	89									71	89						
<b>TIF North of Creek</b>		236								6								236								3							
%			10%																														
Count			54																														

**2021 Weekend Peak Ramp Volumes - Full Access**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 6

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%	10%								
Count	116								

191 3

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%									
Count									

**SW Corner of 152 & PP** 218 6

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%	25%						19%		6%
Count	74						56		18

218 3

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%				15%					
Count				29					

**Fountain Hills 11th Plat** 262 6

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%	7%						6%		
Count	8						7		

262 3

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%									
Count									

**Trip Generation Total**

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)				
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	
Count	0	496	0	0	430	341	0	683	0	294
					375					344
	366				372					341
	366				375					344

**2021 Future Growth + Full Build**

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)				
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	
Count	3080	874	2822	258	787	370	1736	986	240	345
		879			1157	1153			1331	1322

**2019 Volumes**

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)				
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	
Count	2990	366	2739	251	347	28	1685	295	233	49

\*2017 Highway Weekend Volumes are Estimates

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**2041 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																		7%		47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																			11	74

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	56					18													30		197			
PP	Access		56															197							
PP	WB152		7									49						183	14						
PP	EB152		4					3									170	14							
PP	88th		4															14							

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**2041 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 46

Trip Distribution Column 1  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											48%				5%		
PP	Access		45%																53%						
PP	WB152		12%									33%							43%	10%					
PP	EB152		5%					7%										38%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3											118				13		
PP	Access		37																131						
PP	WB152		10									27							106	25					
PP	EB152		4					6										94	12						
PP	88th		4																12						

Trip Distribution Column 4  
 Trip Distribution Row Start 64

Trip Distribution Column 1  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%							13%		6%	1%	40%		
PP	Access		47%																53%						
PP	WB152		25%									22%							38%	15%					
PP	EB152		10%					15%										28%	10%						
PP	88th		10%																10%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	283	31				50					13							52		23	5	168		
PP	Access		314																220						
PP	WB152		167									147							157	63					
PP	EB152		67					100										115	42						
PP	88th		67																42						

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**2041 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 88

Trip Distribution Column 1  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%									15%						24%	15%						
PP	EB152		5%					15%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4									3						2	1						
PP	EB152		1					3										2	0						
PP	88th		1															0							

Trip Distribution Column 4  
 Trip Distribution Row Start 106

Trip Distribution Column 1  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%									15%						25%	15%						
PP	EB152		5%					15%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	7	3				4											2		4		5			
PP	Access		10															7							
PP	WB152		5									4						4	3						
PP	EB152		1					4										4	1						
PP	88th		1															1							



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Trip Distribution Column 4  
 Trip Distribution Row Start 132

Trip Distribution Column 1  
 Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%								18%					8%		15%			
PP	Access	35%	15%				15%											15%		18%		35%			
PP	WB152		20%									30%						35%	15%						
PP	EB152		5%					15%									30%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	2				2	1								1					1		1			
PP	Access	4	2				2											1		1		2			
PP	WB152		2									3						2	1						
PP	EB152		1					2									2	0							
PP	88th		1															0							

Trip Distribution Column 4  
 Trip Distribution Row Start 150

Trip Distribution Column 1  
 Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%								8%					3%		16%			
PP	Access	45%	15%				4%											16%		8%		49%			
PP	WB152		25%									35%						50%	15%						
PP	EB152		10%					15%									45%	5%							
PP	88th		10%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	27				7	20								10					3		22			
PP	Access	81	27				7											22		10		65			
PP	WB152		45									63						67	20						
PP	EB152		18					27									60	7							
PP	88th		18															7							

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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			9%	19%	6%			11%						8%								14%	11%	2%
PP	Access		9%	50%	6%				5%									14%					57%	8%	8%
PP	WB152		24%										35%					55%	16%						
PP	EB152		5%					19%									50%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			25	53	18			32						23								40	32	6
PP	Access		25	140	18				14									40					160	21	23
PP	WB152		67										98					155	45						
PP	EB152		14					53									141	14							
PP	88th		14															14							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					8%										15%	8%						
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		34					16										27	14						
PP	Access		34															27							
PP	WB152		34															9	18						
PP	EB152		11					23										9							
PP	88th		11															9							

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**2041 Weekday AM Peak - Full Access - Full Build**

158  
**Mann Farm**  
 Trip Distribution Column 4  
 Trip Distribution Row Start 191

Trip Distribution Column 1  
 Trip Distribution Row Start 191

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%											12%	11%				3%	0%
PP	Access		16%																15%						
PP	WB152		16%																5%	10%					
PP	EB152		5%					11%											5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33											99	91				25	3
PP	Access		63																123						
PP	WB152		63																41	82					
PP	EB152		20					43											41						
PP	88th		20																41						

**SW Corner of 152 & PP**  
 Trip Distribution Column 4  
 Trip Distribution Row Start 218

Trip Distribution Column 1  
 Trip Distribution Row Start 218

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%														65%	9%	26%		
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162														92	12	37		

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**2041 Weekday AM Peak - Full Access - Full Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 262

Trip Distribution Column 1  
 Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	6%				23%															21%	17%	5%
PP	Access		17%															21%								
PP	WB152		12%										5%					11%	10%							
PP	EB152		5%					7%									6%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		2	5	3				10														26	21	7	
PP	Access		7															26								
PP	WB152		5										2					14	13							
PP	EB152		2					3									8	6								
PP	88th		2															6								

**2041 Weekday AM Peak - Full Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	375	176	30	55	90	93	52	41	27	0	13	0	33	81	0	0	302	104	61	5	406	91	56	12
PP	Access	85	582	140	18	91	8	0	14	0	0	0	0	0	80	0	0	798	0	11	0	67	160	21	23
PP	WB152	0	410	0	0	91	0	0	0	0	59	0	398	46	80	0	0	741	284	0	0	0	0	0	0
PP	EB152	0	143	0	0	150	0	267	0	40	0	0	0	0	126	39	594	147	0	0	0	0	0	0	0
PP	88th	54	143	3	28	0	162	0	0	0	0	0	0	0	0	0	0	147	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2041 Week

SBO	SBE	NBO	NBE
1158			802
1359	1158	802	994
1238	1359	994	812
665	1238	812	751
	665	751	

2041 - Weekday AM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	409	306	88	57	439	197	114	47	433	287	70	17
PP	Access	85	769	140	18	1132	8	11	14	67	160	21	23
PP	WB152	270	543	0	0	1022	337	0	0	0	216	0	452
PP	EB152	0	514	238	737	501	0	299	0	164	0	0	0
PP	88th	54	376	61	152	350	162	92	12	37	61	0	283

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**2041 Weekday AM Peak Ramp Volumes - Full Access - Full Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 4

3 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						5%		5%				
Count			8						3		3				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							12%								
Count							18								

**Project #1**

21 4

21 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						38%		17%				
Count			1						29		13				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							32%		30%						
Count							76		72						

**Project #2**

46 4

46 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						33%						
Count			6						27						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							8%		30%						
Count							20		74						

**Project #3**

64 4

64 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						18%		8%				
Count			38						45		20				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		20%						
Count							21		43						

**Project #4**

88 4

88 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%		4%				
Count			3						2		1				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		10%						
Count							1		1						

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**2041 Weekday AM Peak Ramp Volumes - Full Access - Full Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%						4%
Count			2						1					1	

106 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%	10%							
Count							1	1							

**Project #6** 132 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						24%						6%
Count			2						3						1

132 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%	15%							
Count							1	1							

**Project #7** 150 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						25%						10%
Count			17						28						11

150 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							30%	15%							
Count							35	17							

**Project #8** 173 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			19%						15%						20%
Count			53						42						56

173 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							20%	30%							
Count							56	84							

**TIF North of Creek** 236 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			23												

236 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**2041 Weekday AM Peak Ramp Volumes - Full Access - Full Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 4

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%								
Count			43								

191 1

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%											
Count											

**SW Corner of 152 & PP** 218 4

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						19%		6%
Count			32						41		13

218 1

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%					
Count						21					

**Fountain Hills 11th Plat** 262 4

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						5%		
Count			3						2		

262 1

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%											
Count											

**Ramp Trip Generation Total**

**2041 Future Growth + Full Build**

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	230	0	0	251	293	0	224	0	118

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1920	465	1601	319	579	409	3120	500	702	201
Mvmt			462			989	975			701	668

112	246	152
112	246	152

**2019 Volumes**

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1343	112	1120	223	203	43	2183	124	491	28



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**2041 Weekday PM Peak - Full Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%									32%										
PP	WB152					30%					8%			11%	32%										
PP	EB152					38%				20%					43%	13%									
PP	88th			5%	58%																			12%	55%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8				21	10										
PP	Access					51									31										
PP	WB152					51					13			11	31										
PP	EB152					64				34					43	12									
PP	88th			8	98																			12	55

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%													20%		63%			
PP	Access		67%															63%							
PP	WB152		7%									60%						60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	191					57													34		107			
PP	Access		191															107							
PP	WB152		20									171						102	5						
PP	EB152		14					6									94	9							
PP	88th		14															9							

190577 Platte Purchase Development  
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**2041 Weekday PM Peak - Full Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 46

Trip Distribution Column 2  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											42%					5%	
PP	Access		45%																47%						
PP	WB152		10%									35%							40%	7%					
PP	EB152		5%					5%										35%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		123					10											68				8		
PP	Access		123																76						
PP	WB152		26									97							65	11					
PP	EB152		14					12										57	8						
PP	88th		14																8						

Trip Distribution Column 5  
 Trip Distribution Row Start 64

Trip Distribution Column 2  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49%	5%				8%					4%							11%		5%	1%	36%		
PP	Access		55%																48%						
PP	WB152		20%									35%							38%	10%					
PP	EB152		5%					15%										33%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	72	8				12					6							18		8	2	57		
PP	Access		80																74						
PP	WB152		29									51							59	16					
PP	EB152		7					22										51	8						
PP	88th		7																8						

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**2041 Weekday PM Peak - Full Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 88

Trip Distribution Column 2  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%									20%						24%	10%						
PP	EB152		5%					10%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35															43			1				
PP	Access		41															43							
PP	WB152		18									24						31	13						
PP	EB152		6					12										24	6						
PP	88th		6															6							

Trip Distribution Column 5  
 Trip Distribution Row Start 106

Trip Distribution Column 2  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%									20%						25%	10%						
PP	EB152		5%					10%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	20	9				13											8		31		24			
PP	Access		29															31							
PP	WB152		12									16						22	9						
PP	EB152		4					8										18	4						
PP	88th		4															4							

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**2041 Weekday PM Peak - Full Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%								18%					8%		15%			
PP	Access	35%	15%				15%											15%		18%		35%			
PP	WB152		20%									30%						35%	15%						
PP	EB152		5%					15%									30%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	29				30	13								18					8		15			
PP	Access	68	29				30											15		18		35			
PP	WB152		39									59						35	15						
PP	EB152		10					29									30	5							
PP	88th		10															5							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%								11%					4%		15%			
PP	Access	45%	15%				4%											15%		11%		45%			
PP	WB152		15%									45%						50%	10%						
PP	EB152		5%					10%									45%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42				11	32								36					12		48			
PP	Access	127	42				11											48		36		145			
PP	WB152		42									127						161	32						
PP	EB152		14					28									145	16							
PP	88th		14															16							

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**2041 Weekday PM Peak - Full Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			10%	15%	5%			9%						8%									12%	16%	2%
PP	Access		10%	56%	5%				5%									12%					49%	13%	8%	
PP	WB152		16%										50%					45%	16%							
PP	EB152		5%					11%									40%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			42	64	21			37						29								44	58	7	
PP	Access		42	239	21				21									44					174	45	29	
PP	WB152		69										212					161	57							
PP	EB152		21					48									143	18								
PP	88th		21															18								

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					8%										20%	8%						
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		73					36										90	34						
PP	Access		73															90							
PP	WB152		73															23	68						
PP	EB152		24					48										23							
PP	88th		24															23							

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**2041 Weekday PM Peak - Full Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			

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**2041 Weekday PM Peak - Full Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		4%	10%	6%				21%															17%	18%	6%
PP	Access		15%															17%								
PP	WB152		10%										5%					10%	7%							
PP	EB152		5%					5%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	8				29															14	15	5
PP	Access		20															14								
PP	WB152		13										7					8	6							
PP	EB152		7					6									4	4								
PP	88th		7															4								

**2041 Weekday PM Peak - Full Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	361	393	56	72	173	126	126	66	36	0	6	0	31	140	0	0	339	110	93	3	259	85	76	12
PP	Access	196	810	239	21	148	41	0	21	0	0	0	0	0	89	0	0	682	0	54	0	180	174	45	29
PP	WB152	0	482	0	0	148	0	0	0	0	82	0	763	49	89	0	0	701	335	0	0	0	0	0	0
PP	EB152	0	168	0	0	229	0	314	0	89	0	0	0	0	138	41	565	136	0	0	0	0	0	0	0
PP	88th	55	168	8	98	0	221	0	0	0	0	0	0	0	0	0	0	136	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2041 - Weekday PM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	392	845	265	76	572	237	219	69	295	217	81	16
PP	Access	196	1419	239	21	1021	41	54	21	180	174	45	29
PP	WB152	370	861	0	0	976	399	0	0	0	443	4	993
PP	EB152	0	768	424	632	787	0	472	1	475	0	0	0
PP	88th	55	613	120	403	638	221	124	17	50	107	0	455

2041 Weekday PM Full Build

	1083			1501
	1375	1083	1501	1854
	1419	1375	1854	1230
	1262	1419	1240	1192
		1262	1192	



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**2041 Weekday PM Peak Ramp Volumes - Full Access - Full Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 5

3 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						4%		4%
Count			34						6		6

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						13%					
Count						12					

**Project #1**

21 5

21 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			1%						43%		17%
Count			2						105		42

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						44	37				

**Project #2**

46 5

46 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						35%		
Count			12						97		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	25%				
Count						16	40				

**Project #3**

64 5

64 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						27%		15%
Count			10						18		10

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	15%				
Count						14	10				

**Project #4**

88 5

88 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			12						19		5

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						13	13				

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**2041 Weekday PM Peak Ramp Volumes - Full Access - Full Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%			4%			
Count			4						6			1			

106 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%								
Count						4	4								

**Project #6** 132 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						24%			6%			
Count			29						47			12			

132 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	15%								
Count						15	15								

**Project #7** 150 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						26%			19%			
Count			23						61			44			

150 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	15%								
Count						68	34								

**Project #8** 173 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%						25%			25%			
Count			48						106			106			

173 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	20%								
Count						71	71								

**TIF North of Creek** 236 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			48												

236 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**2041 Weekday PM Peak Ramp Volumes - Full Access - Full Build**

Entering (IN)

Exiting (OUT)

**Mann Farm**

191 5

191 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			93												

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP**

218 5

218 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						19%		6%				
Count			55						52		17				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat**

262 5

262 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						5%						
Count			6						7						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

**2041 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	378	0	0	286	225	0	524	0	243				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		4024	945	3722	302	761	297	2338	1077	392	356				
			947			1058	1056			1433	1436				

393	324	426
393	325	416

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2900	393	2683	217	301	24	1685	356	282	60				

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**2041 Weekend Peak - Full Access - Full Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 3

Trip Distribution Column 3  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				17%	15%										
PP	Access					35%									32%										
PP	WB152					35%					10%			11%	32%										
PP	EB152					45%				10%					43%	10%									
PP	88th			5%	55%																			12%	53%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					37				15				23	21										
PP	Access					52									43										
PP	WB152					52					15			15	43										
PP	EB152					67				15					59	14									
PP	88th			7	82																			17	73

Trip Distribution Column 6  
 Trip Distribution Row Start 21

Trip Distribution Column 3  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%									65%						60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	185					25													42		152			
PP	Access		185															152							
PP	WB152		23									163						145	7						
PP	EB152		13					10									133	12							
PP	88th		13															12							

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**2041 Weekend Peak - Full Access - Full Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 46

Trip Distribution Column 3  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		52%					4%											40%				4%		
PP	Access		52%																44%						
PP	WB152		12%									40%							38%	6%					
PP	EB152		5%					7%										33%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		113					8											73				8		
PP	Access		113																82						
PP	WB152		26									87							70	11					
PP	EB152		11					15										61	9						
PP	88th		11																9						

Trip Distribution Column 6  
 Trip Distribution Row Start 64

Trip Distribution Column 3  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%	6%				8%					3%							11%		6%	3%	39%		
PP	Access		55%																50%						
PP	WB152		20%									35%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	57	6				9					3							9		5	2	33		
PP	Access		64																42						
PP	WB152		23									40							30	13					
PP	EB152		6					17										25	4						
PP	88th		6																4						

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**2041 Weekend Peak - Full Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%																34%			1%			
PP	Access		35%																34%						
PP	WB152		15%									20%							24%	10%					
PP	EB152		5%					10%										19%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60																60			2			
PP	Access		70																60						
PP	WB152		30									40							43	18					
PP	EB152		10					20										34	9						
PP	88th		10																9						

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%												9%		35%		26%		
PP	Access		35%																35%						
PP	WB152		15%									20%							25%	10%					
PP	EB152		5%					10%										20%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	26	11				17												8		34		25		
PP	Access		37																34						
PP	WB152		16									21							24	10					
PP	EB152		5					10										19	5						
PP	88th		5																5						

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**2041 Weekend Peak - Full Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	21%				8%	4%								11%					5%		20%			
PP	Access	49%	21%				8%											20%		11%		47%			
PP	WB152		22%									48%						47%	20%						
PP	EB152		2%					20%									45%	2%							
PP	88th		2%															2%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	73				29	12								39					17		75			
PP	Access	170	73				29											75		39		176			
PP	WB152		76									166						176	75						
PP	EB152		7					69									169	8							
PP	88th		7															8							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	14%				4%	11%								11%					4%		14%			
PP	Access	41%	14%				4%											14%		11%		41%			
PP	WB152		15%									40%						45%	10%						
PP	EB152		5%					10%									40%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	46				12	37								34					11		42			
PP	Access	137	46				12											42		34		125			
PP	WB152		50									133						136	30						
PP	EB152		17					33									121	15							
PP	88th		17															15							

**2041 Weekend Peak - Full Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			9%	11%	4%			13%						12%								12%	14%	3%
PP	Access		9%	53%	4%				10%									12%					49%	10%	12%
PP	WB152		17%										45%					50%	11%						
PP	EB152		5%					12%									45%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			47	56	19			63						43								43	49	11
PP	Access		47	264	19				50									43					173	36	43
PP	WB152		85										225					178	39						
PP	EB152		25					60									160	18							
PP	88th		25															18							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					11%										12%	11%						
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		81					61										61	57						
PP	Access		81															61							
PP	WB152		81															25	36						
PP	EB152		27					54										25							
PP	88th		27															25							



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Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			

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**2041 Weekend Peak - Full Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	3%				23%															16%	17%	8%
PP	Access		18%															16%								
PP	WB152		12%										6%					10%	6%							
PP	EB152		5%					7%									5%	5%								
PP	88th		5%														5%									
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	3				26														15	16	8	
PP	Access		20															15								
PP	WB152		13										7					10	6							
PP	EB152		6					8									5	5								
PP	88th		6															5								

**2041 Weekend Peak - Full Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	397	450	61	60	157	101	185	89	44	0	3	0	32	176	0	0	323	240	109	4	335	86	69	19
PP	Access	307	908	264	19	141	42	0	50	0	0	0	0	0	92	0	0	744	0	73	0	301	173	36	43
PP	WB152	0	596	0	0	141	0	0	0	0	89	0	882	54	92	0	0	894	324	0	0	0	0	0	0
PP	EB152	0	184	0	0	229	0	413	0	89	0	0	0	0	147	43	727	167	0	0	0	0	0	0	0
PP	88th	59	184	7	82	0	236	0	0	0	0	0	0	0	0	0	0	167	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648	674	

2041 - Weekend Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	429	741	144	64	536	341	294	93	380	211	72	23
PP	Access	307	1192	264	19	1071	42	73	50	301	173	36	43
PP	WB152	504	808	0	0	1179	366	0	0	0	490	4	955
PP	EB152	0	833	476	810	858	0	479	4	526	0	0	0
PP	88th	59	461	128	676	472	236	117	20	59	144	0	731

2041 Weekend Full Build

	1127			1314
	1545	1131	1308	1762
	1668	1545	1762	1312
	1384	1668	1312	1308
		1384	1308	

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**2041 Weekend Peak Ramp Volumes - Full Access - Full Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						5%		5%
Count			15						7		7

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%					
Count						14					

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						48%		17%
Count			5						120		43

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						65	54				

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						40%		
Count			15						87		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	25%				
Count						15	46				

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						30%		10%
Count			17						35		12

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	20%				
Count						6	8				

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			20						32		8

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						18	18				

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**2041 Weekend Peak Ramp Volumes - Full Access - Full Build**

		Entering (IN)								Exiting (OUT)																							
		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)				EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)											
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R		
<b>Project #5</b>		106								6								106								3							
%			10%						16%		4%					10%	10%									4	4						
Count			10						17		4					4	4																
<b>Project #6</b>		132								6								132								3							
%			20%						39%		9%					30%	15%									113	56						
Count			69						135		31					113	56																
<b>Project #7</b>		150								6								150								3							
%			10%						26%		14%					25%	15%									61	36						
Count			33						86		47					61	36																
<b>Project #8</b>		173								6								173								3							
%			12%						20%		25%					20%	25%									71	89						
Count			60						100		125					71	89																
<b>TIF North of Creek</b>		236								6								236								3							
%			10%																														
Count			54																														

**2041 Weekend Peak Ramp Volumes - Full Access - Full Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 6

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%	10%								
Count	116								

191 3

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%									
Count									

**SW Corner of 152 & PP** 218 6

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%	25%						19%		6%
Count	74						56		18

218 3

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%				15%					
Count				29					

**Fountain Hills 11th Plat** 262 6

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%	7%						6%		
Count	8						7		

262 3

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%									
Count									

**Trip Generation Total**

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)				
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	
Count	0	496	0	0	395	312	0	682	0	295
					375					344
	366				372					341
	366				375					344

**2041 Future Growth + Full Build**

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)				
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	
Count	4149	1004	3801	348	911	381	2338	1091	324	364
		1009			1291	1286			1455	1444

**2019 Volumes**

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)				
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	
Count	2990	366	2739	251	347	28	1685	295	233	49

\*2017 Highway Weekend Volumes are Estimates

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**2031 Weekday AM Peak - RIRO Access - Partial Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																		7%		47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																			11	74

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49					15													26		172			
PP	Access		49															172							
PP	WB152		6									43						160	12						
PP	EB152		4					2									148	12							
PP	88th		4															12							

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**2031 Weekday AM Peak - RIRO Access - Partial Build**

**Project #2** Trip Distribution Column 4 Trip Distribution Row Start 46 Trip Distribution Column 1 Trip Distribution Row Start 46

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%										48%				5%			
PP	Access		45%															53%							
PP	WB152		12%										33%					43%	10%						
PP	EB152		5%					7%									38%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3										118				13			
PP	Access		37															131							
PP	WB152		10										27					106	25						
PP	EB152		4					6									94	12							
PP	88th		4															12							

**Project #3** Trip Distribution Column 4 Trip Distribution Row Start 64 Trip Distribution Column 1 Trip Distribution Row Start 64

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%						13%		6%	1%	40%			
PP	Access		47%															53%							
PP	WB152		25%										22%					38%	15%						
PP	EB152		10%					15%									28%	10%							
PP	88th		10%															10%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	106	12				19					5						27		12	3	85			
PP	Access		118															112							
PP	WB152		63										55					80	32						
PP	EB152		25				38										59	21							
PP	88th		25															21							



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**2031 Weekday AM Peak - RIRO Access - Partial Build**

**Project #4** Trip Distribution Column 4 Trip Distribution Column 1  
 Trip Distribution Row Start 88 Trip Distribution Row Start 88

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%										15%					24%	15%						
PP	EB152		5%					15%									19%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4										3					2	1						
PP	EB152		1					3									2	0							
PP	88th		1															0							

**Project #5** Trip Distribution Column 4 Trip Distribution Column 1  
 Trip Distribution Row Start 106 Trip Distribution Row Start 106

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%										15%					25%	15%						
PP	EB152		5%					15%									20%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	3	1				2											1		2		3			
PP	Access		5															3							
PP	WB152		3										2					2	1						
PP	EB152		1					2									2	0							
PP	88th		1															0							

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**2031 Weekday AM Peak - RIRO Access - Partial Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%					22%													25%		50%			
PP	Access		50%																50%						
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%											30%	5%					
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5					2													2		3			
PP	Access		5																3						
PP	WB152		2									3							2	1					
PP	EB152		1					2											2	0					
PP	88th		1																0						

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	60%					15%													10%		65%			
PP	Access		60%																65%						
PP	WB152		25%									35%							50%	15%					
PP	EB152		10%					15%											45%	5%					
PP	88th		10%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	68					17													12		76			
PP	Access		68																76						
PP	WB152		28									40							58	17					
PP	EB152		11					17											52	6					
PP	88th		11																6						

**2031 Weekday AM Peak - RIRO Access - Partial Build**

**Project #8** Trip Distribution Column 4 Trip Distribution Row Start 173 Trip Distribution Column 1 Trip Distribution Row Start 173

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			9%	25%				16%						8%									71%	19%	2%
PP	Access		9%	50%														71%								8%
PP	WB152		24%										35%					55%	16%							
PP	EB152		5%					19%									50%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			25	70				46						23								200	53	6	
PP	Access		25	140														200							23	
PP	WB152		67										98					155	45							
PP	EB152		14					53									141	14								
PP	88th		14															14								

**TIF North of Creek** Trip Distribution Column 4 Trip Distribution Row Start 236 Trip Distribution Column 1 Trip Distribution Row Start 236

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					8%										15%	8%						
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		34					16										27	14						
PP	Access		34															27							
PP	WB152		34															9	18						
PP	EB152		11					23										9							
PP	88th		11															9							

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**2031 Weekday AM Peak - RIRO Access - Partial Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%										12%	11%				3%	0%	
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33										99	91				25	3	
PP	Access		63															123							
PP	WB152		63															41	82						
PP	EB152		20					43										41							
PP	88th		20															41							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162													92	12	37			

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**2031 Weekday AM Peak - RIRO Access - Partial Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	6%				23%															21%	17%	5%
PP	Access		17%															21%								
PP	WB152		12%										5%					11%	10%							
PP	EB152		5%					7%									6%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		2	5	3				10														26	21	7	
PP	Access		7															26								
PP	WB152		5										2					14	13							
PP	EB152		2					3									8	6								
PP	88th		2															6								

**2031 Weekday AM Peak - RIRO Access - Partial Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	232	155	30	73	64	55	52	55	27	0	5	0	33	70	0	0	275	104	54	3	352	251	77	12
PP	Access	0	417	140	0	91	0	0	0	0	0	0	0	0	80	0	0	878	0	0	0	0	0	0	23
PP	WB152	0	284	0	0	91	0	0	0	0	59	0	273	46	80	0	0	630	248	0	0	0	0	0	0
PP	EB152	0	93	0	0	150	0	191	0	40	0	0	0	0	126	39	507	123	0	0	0	0	0	0	0
PP	88th	54	93	3	28	0	162	0	0	0	0	0	0	0	0	0	0	123	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2031 Week

SBO	SBE	NBO	NBE
1149			599
1149	1149	599	717
1038	1149	717	616
557	1038	616	588
	557	588	

2031 - Weekday AM Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	265	261	73	74	374	159	106	58	379	396	82	15
PP	Access	0	577	140	0	1149	0	0	0	0	0	0	23
PP	WB152	212	404	0	0	862	287	0	0	0	176	0	313
PP	EB152	0	401	187	613	425	0	215	0	132	0	0	0
PP	88th	54	266	46	120	274	162	92	12	37	49	0	230

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**2031 Weekday AM Peak Ramp Volumes - RIRO Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 4

3 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						5%		5%				
Count			8						3		3				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							12%								
Count							18								

**Project #1**

21 4

21 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						38%		17%				
Count			1						29		13				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							32%		30%						
Count							76		72						

**Project #2**

46 4

46 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						33%						
Count			6						27						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							8%		30%						
Count							20		74						

**Project #3**

64 4

64 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						18%		8%				
Count			38						45		20				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		20%						
Count							21		43						

**Project #4**

88 4

88 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%		4%				
Count			3						2		1				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		10%						
Count							1		1						

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**2031 Weekday AM Peak Ramp Volumes - RIRO Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%						4%
Count			2						1					1	

106 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%	10%							
Count							1	1							

**Project #6** 132 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						24%						6%
Count			2						3						1

132 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%	15%							
Count							1	1							

**Project #7** 150 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						25%						10%
Count			17						28						11

150 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							30%	15%							
Count							35	17							

**Project #8** 173 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			19%						15%						20%
Count			53						42						56

173 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							20%	30%							
Count							56	84							

**TIF North of Creek** 236 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			23												

236 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															



**2031 Weekday AM Peak Ramp Volumes - RIRO Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			43												

191 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						19%		6%				
Count			32						41		13				

218 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							21								

**Fountain Hills 11th Plat** 262 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						5%						
Count			3						2						

262 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Ramp Trip Generation Total**

**2031 Future Growth + Partial Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	230	0	0	251	293	0	224	0	118				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1606	364	1339	267	494	344	2610	373	587	152				
Mvmt			347			838	800			524	489				

112	246	152
112	246	152

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1343	112	1120	223	203	43	2183	124	491	28				

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**2031 Weekday PM Peak - RIRO Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%									32%										
PP	WB152					30%					8%			11%	32%										
PP	EB152					38%				20%					43%	13%									
PP	88th			5%	58%																		12%	55%	
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8				21	10										
PP	Access					51									31										
PP	WB152					51					13			11	31										
PP	EB152					64				34					43	12									
PP	88th			8	98																		12	55	

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%												20%			63%			
PP	Access		67%															63%							
PP	WB152		7%										60%					60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	164					49													29		93			
PP	Access		164															93							
PP	WB152		17										147					88	4						
PP	EB152		12					5									81	7							
PP	88th		12															7							

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**Project #2** Trip Distribution Column 5 Trip Distribution Column 2  
 Trip Distribution Row Start 46 Trip Distribution Row Start 46

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		45%					4%											42%				5%			
PP	Access		45%																47%							
PP	WB152		10%										35%						40%	7%						
PP	EB152		5%					5%										35%	5%							
PP	88th		5%																5%							
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		123					10											68				8			
PP	Access		123																76							
PP	WB152		26										97						65	11						
PP	EB152		14					12										57	8							
PP	88th		14																8							

**Project #3** Trip Distribution Column 5 Trip Distribution Column 2  
 Trip Distribution Row Start 64 Trip Distribution Row Start 64

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH	49%	5%				8%					4%							11%		5%	1%	36%			
PP	Access		55%																48%							
PP	WB152		20%										35%						38%	10%						
PP	EB152		5%					15%										33%	5%							
PP	88th		5%																5%							
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH	33	4				5					2							8	3	1	25				
PP	Access		36																33							
PP	WB152		13										23						26	7						
PP	EB152		3				10											23	3							
PP	88th		3																3							

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Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%																34%			1%			
PP	Access		35%																34%						
PP	WB152		15%									20%							24%	10%					
PP	EB152		5%					10%										19%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35																43			1			
PP	Access		41																43						
PP	WB152		18									24							31	13					
PP	EB152		6					12										24	6						
PP	88th		6																6						

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%												9%		35%		26%		
PP	Access		35%																35%						
PP	WB152		15%									20%							25%	10%					
PP	EB152		5%					10%										20%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	9	4				6												4		14		11		
PP	Access		13																14						
PP	WB152		5									7							10	4					
PP	EB152		2					4										8	2						
PP	88th		2																2						

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**Project #6** Trip Distribution Column 5 Trip Distribution Column 2  
 Trip Distribution Row Start 132 Trip Distribution Row Start 132

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%					22%													25%		50%			
PP	Access		50%															50%							
PP	WB152		20%										30%					35%	15%						
PP	EB152		5%					15%									30%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	98					43													25		50			
PP	Access		98															50							
PP	WB152		39										59					35	15						
PP	EB152		10					29									30	5							
PP	88th		10															5							

**Project #7** Trip Distribution Column 5 Trip Distribution Column 2  
 Trip Distribution Row Start 150 Trip Distribution Row Start 150

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	60%					15%													15%		60%			
PP	Access		60%															60%							
PP	WB152		15%										45%					50%	10%						
PP	EB152		5%					10%									45%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	140					35													34		135			
PP	Access		140															135							
PP	WB152		35										105					113	23						
PP	EB152		12					23									101	11							
PP	88th		12															11							

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Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			10%	20%				14%						8%									61%	29%	2%
PP	Access		10%	56%														61%								8%
PP	WB152		16%										50%					45%	16%							
PP	EB152		5%					11%									40%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			42	85				58						29									218	103	7
PP	Access		42	239														218								29
PP	WB152		69										212					161	57							
PP	EB152		21					48									143	18								
PP	88th		21															18								

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		15%					8%										20%	8%							
PP	Access		15%															20%								
PP	WB152		15%															5%	15%							
PP	EB152		5%					10%										5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		73					36										90	34							
PP	Access		73															90								
PP	WB152		73															23	68							
PP	EB152		24					48										23								
PP	88th		24															23								

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Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			

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Trip Distribution Column 5

Trip Distribution Column 2

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		4%	10%	6%				21%															17%	18%	6%
PP	Access		15%															17%								
PP	WB152		10%										5%					10%	7%							
PP	EB152		5%					5%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	8				29														14	15	5	
PP	Access		20															14								
PP	WB152		13										7					8	6							
PP	EB152		7					6									4	4								
PP	88th		7															4								



**2031 Weekday PM Peak - RIRO Access - Partial Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	449	384	56	93	111	138	126	87	36	0	2	0	31	86	0	0	324	110	106	2	321	259	120	12
PP	Access	0	890	239	0	148	0	0	0	0	0	0	0	0	89	0	0	905	0	0	0	0	0	0	29
PP	WB152	0	449	0	0	148	0	0	0	0	82	0	680	49	89	0	0	594	311	0	0	0	0	0	0
PP	EB152	0	158	0	0	229	0	291	0	89	0	0	0	0	138	41	471	123	0	0	0	0	0	0	0
PP	88th	55	158	8	98	0	221	0	0	0	0	0	0	0	0	0	0	123	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2031 - Weekday PM Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	480	702	211	96	480	248	232	89	358	357	123	15
PP	Access	0	1364	239	0	1195	0	0	0	0	0	0	29
PP	WB152	287	753	0	0	836	359	0	0	0	350	3	851
PP	EB152	0	639	325	520	665	0	409	1	376	0	0	0
PP	88th	55	488	91	325	496	221	124	17	50	83	0	352

2031 Weekday PM Partial Build

	1195			1393
	1195	1195	1393	1603
	1186	1195	1603	1040
	1041	1186	1047	964
		1041	964	

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**2031 Weekday PM Peak Ramp Volumes - RIRO Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 5

3 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						4%		4%
Count			34						6		6

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						13%					
Count						12					

**Project #1**

21 5

21 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			1%						43%		17%
Count			2						105		42

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						44	37				

**Project #2**

46 5

46 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						35%		
Count			12						97		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	25%				
Count						16	40				

**Project #3**

64 5

64 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						27%		15%
Count			10						18		10

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	15%				
Count						14	10				

**Project #4**

88 5

88 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			12						19		5

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						13	13				

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**2031 Weekday PM Peak Ramp Volumes - RIRO Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%				4%		
Count			4						6				1		

106 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%								
Count						4	4								

**Project #6** 132 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						24%				6%		
Count			29						47				12		

132 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	15%								
Count						15	15								

**Project #7** 150 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						26%				19%		
Count			23						61				44		

150 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	15%								
Count						68	34								

**Project #8** 173 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%						25%				25%		
Count			48						106				106		

173 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	20%								
Count						71	71								

**TIF North of Creek** 236 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			48												

236 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**2031 Weekday PM Peak Ramp Volumes - RIRO Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			93												

191 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R

**SW Corner of 152 & PP** 218 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						19%		6%				
Count			55						52		17				

218 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
							15%								
							29								

**Fountain Hills 11th Plat** 262 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						5%						
Count			6						7						

262 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R

**Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	378	0	0	286	225	0	524	0	243				

**2031 Future Growth + Partial Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		3467	848	3207	260	645	254	2014	950	338	314				
			784			899	846			1264	1200				

393	324	426
393	325	416

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2900	393	2683	217	301	24	1685	356	282	60				

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2031 Weekend Peak - RIRO Access - Partial Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 3

Trip Distribution Column 3  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				17%	15%										
PP	Access					35%									32%										
PP	WB152					35%					10%			11%	32%										
PP	EB152					45%				10%					43%	10%									
PP	88th			5%	55%																			12%	53%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					37				15				23	21										
PP	Access					52									43										
PP	WB152					52					15			15	43										
PP	EB152					67				15					59	14									
PP	88th			7	82																			17	73

Trip Distribution Column 6  
 Trip Distribution Row Start 21

Trip Distribution Column 3  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%									65%						60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	163					22													38		136			
PP	Access		163															136							
PP	WB152		20									143						129	6						
PP	EB152		11					9									118	11							
PP	88th		11															11							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2031 Weekend Peak - RIRO Access - Partial Build**

**Project #2** Trip Distribution Column 6 Trip Distribution Column 3  
 Trip Distribution Row Start 46 Trip Distribution Row Start 46

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		52%					4%											40%							
PP	Access		52%																44%							
PP	WB152		12%										40%						38%	6%						
PP	EB152		5%					7%											33%	5%						
PP	88th		5%																5%							
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		113					8											73							
PP	Access		113																82							
PP	WB152		26										87						70	11						
PP	EB152		11					15											61	9						
PP	88th		11																9							

**Project #3** Trip Distribution Column 6 Trip Distribution Column 3  
 Trip Distribution Row Start 64 Trip Distribution Row Start 64

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH	50%	6%				8%						3%						11%		6%	3%	39%			
PP	Access		55%																50%							
PP	WB152		20%										35%						35%	15%						
PP	EB152		5%					15%											30%	5%						
PP	88th		5%																5%							
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH	20	2				3						1						5		2	1	16			
PP	Access		22																20							
PP	WB152		8										14						14	6						
PP	EB152		2					6											12	2						
PP	88th		2																2							

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**2031 Weekend Peak - RIRO Access - Partial Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 88

Trip Distribution Column 3  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%																34%			1%			
PP	Access		35%																34%						
PP	WB152		15%										20%						24%	10%					
PP	EB152		5%					10%										19%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60																60			2			
PP	Access		70																60						
PP	WB152		30										40						43	18					
PP	EB152		10					20										34	9						
PP	88th		10																9						

Trip Distribution Column 6  
 Trip Distribution Row Start 106

Trip Distribution Column 3  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%												9%		35%		26%		
PP	Access		35%																35%						
PP	WB152		15%										20%						25%	10%					
PP	EB152		5%					10%										20%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	5				7												4		15		11		
PP	Access		16																15						
PP	WB152		7										9						11	4					
PP	EB152		2					5										9	2						
PP	88th		2																2						

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**2031 Weekend Peak - RIRO Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	70%					12%													15%		67%			
PP	Access		70%																67%						
PP	WB152		22%									48%							47%	20%					
PP	EB152		2%					20%										45%	2%						
PP	88th		2%																2%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	243					42													56		251			
PP	Access		243																251						
PP	WB152		76									166							176	75					
PP	EB152		7					69										169	8						
PP	88th		7																8						

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	55%					15%													15%		55%			
PP	Access		55%																55%						
PP	WB152		15%									40%							45%	10%					
PP	EB152		5%					10%										40%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	146					40													36		133			
PP	Access		146																133						
PP	WB152		40									106							109	24					
PP	EB152		13					27										97	12						
PP	88th		13																12						



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**2031 Weekend Peak - RIRO Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			9%	15%				23%						12%									61%	24%	3%
PP	Access		9%	53%														61%							12%	
PP	WB152		17%									45%						50%	11%							
PP	EB152		5%					12%									45%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			47	75				113						43								217	84	11	
PP	Access		47	264														217							43	
PP	WB152		85									225						178	39							
PP	EB152		25					60									160	18								
PP	88th		25															18								

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					11%										12%	11%						
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		81					61										61	57						
PP	Access		81															61							
PP	WB152		81															25	36						
PP	EB152		27					54										25							
PP	88th		27															25							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2031 Weekend Peak - RIRO Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2031 Weekend Peak - RIRO Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	3%				23%															16%	17%	8%
PP	Access		18%															16%								
PP	WB152		12%										6%					10%	6%							
PP	EB152		5%					7%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	3				26														15	16	8	
PP	Access		20															15								
PP	WB152		13										7					10	6							
PP	EB152		6					8									5	5								
PP	88th		6															5								

**2031 Weekend Peak - RIRO Access - Partial Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	593	440	61	79	96	114	185	139	44	0	1	0	32	102	0	0	313	240	148	3	556	260	105	19
PP	Access	0	1094	264	0	141	0	0	0	0	0	0	0	0	92	0	0	1128	0	0	0	0	0	0	43
PP	WB152	0	560	0	0	141	0	0	0	0	89	0	798	54	92	0	0	823	306	0	0	0	0	0	0
PP	EB152	0	172	0	0	229	0	388	0	89	0	0	0	0	147	43	665	158	0	0	0	0	0	0	0
PP	88th	59	172	7	82	0	236	0	0	0	0	0	0	0	0	0	0	158	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648		674

2031 - Weekend Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	626	628	123	81	451	354	332	142	600	352	106	22
PP	Access	0	1328	264	0	1407	0	0	0	0	0	0	43
PP	WB152	388	741	0	0	1070	336	0	0	0	386	3	852
PP	EB152	0	692	364	726	730	0	437	3	413	0	0	0
PP	88th	59	378	97	523	384	236	117	20	59	111	0	561

2031 Weekend Partial Build

	1404			1376
	1407	1407	1371	1592
	1457	1407	1592	1129
	1143	1457	1129	1056
		1143	1056	

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**2031 Weekend Peak Ramp Volumes - RIRO Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						5%		5%
Count			15						7		7

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%					
Count						14					

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						48%		17%
Count			5						120		43

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						65	54				

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						40%		
Count			15						87		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	25%				
Count						15	46				

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						30%		10%
Count			17						35		12

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	20%				
Count						6	8				

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			20						32		8

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						18	18				

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**2031 Weekend Peak Ramp Volumes - RIRO Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%			4%			
Count			10						17			4			

106 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%								
Count						4	4								

**Project #6** 132 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						39%			9%			
Count			69						135			31			

132 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	15%								
Count						113	56								

**Project #7** 150 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						26%			14%			
Count			33						86			47			

150 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						25%	15%								
Count						61	36								

**Project #8** 173 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			12%						20%			25%			
Count			60						100			125			

173 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	25%								
Count						71	89								

**TIF North of Creek** 236 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			54												

236 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**2031 Weekend Peak Ramp Volumes - RIRO Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Mann Farm**

191 6

191 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			116												

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP**

218 6

218 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			25%						19%		6%				
Count			74						56		18				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat**

262 6

262 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						6%						
Count			8						7						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

**2031 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	496	0	0	395	312	0	682	0	295				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		3575	933	3275	300	809	345	2015	1035	279	354				
			853			1155	1091			1389	1238				

						375						344			
						366						341			
						366						344			344

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2990	366	2739	251	347	28	1685	295	233	49				

\*2017 Highway Weekend Volumes are Estimates

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**2031 Weekday AM Peak - Full Access - Partial Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 3

Trip Distribution Column 1  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																			7%	47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																			11	74

Trip Distribution Column 4  
 Trip Distribution Row Start 21

Trip Distribution Column 1  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49					15													26		172			
PP	Access		49															172							
PP	WB152		6									43						160	12						
PP	EB152		4					2									148	12							
PP	88th		4															12							



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**2031 Weekday AM Peak - Full Access - Partial Build**

**Project #2** Trip Distribution Column 4 Trip Distribution Row Start 46 Trip Distribution Column 1 Trip Distribution Row Start 46

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											48%				5%		
PP	Access		45%																53%						
PP	WB152		12%									33%							43%	10%					
PP	EB152		5%					7%										38%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3											118				13		
PP	Access		37																131						
PP	WB152		10									27							106	25					
PP	EB152		4					6										94	12						
PP	88th		4																12						

**Project #3** Trip Distribution Column 4 Trip Distribution Row Start 64 Trip Distribution Column 1 Trip Distribution Row Start 64

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%							13%		6%	1%	40%		
PP	Access		47%																53%						
PP	WB152		25%									22%							38%	15%					
PP	EB152		10%					15%										28%	10%						
PP	88th		10%																10%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	106	12				19					5							27		12	3	85		
PP	Access		118																112						
PP	WB152		63									55							80	32					
PP	EB152		25					38										59	21						
PP	88th		25																21						

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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%									15%						24%	15%						
PP	EB152		5%					15%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4									3						2	1						
PP	EB152		1					3										2	0						
PP	88th		1															0							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%									15%						25%	15%						
PP	EB152		5%					15%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	3	1				2											1		2		3			
PP	Access		5															3							
PP	WB152		3									2						2	1						
PP	EB152		1					2										2	0						
PP	88th		1															0							

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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%								18%					8%		15%			
PP	Access	35%	15%				15%											15%		18%		35%			
PP	WB152		20%									30%						35%	15%						
PP	EB152		5%					15%									30%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	2				2	1								1					1		1			
PP	Access	4	2				2											1		1		2			
PP	WB152		2									3						2	1						
PP	EB152		1					2									2	0							
PP	88th		1															0							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%								8%					3%		16%			
PP	Access	45%	15%				4%											16%		8%		49%			
PP	WB152		25%									35%						50%	15%						
PP	EB152		10%					15%									45%	5%							
PP	88th		10%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	17				4	13								9					3		19			
PP	Access	51	17				4											19		9		57			
PP	WB152		28									40						58	17						
PP	EB152		11					17									52	6							
PP	88th		11															6							

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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			9%	19%	6%			11%						8%									14%	11%	2%
PP	Access		9%	50%	6%				5%									14%					57%	8%	8%	
PP	WB152		24%										35%					55%	16%							
PP	EB152		5%					19%									50%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			25	53	18			32						23								40	32	6	
PP	Access		25	140	18				14									40					160	21	23	
PP	WB152		67										98					155	45							
PP	EB152		14					53									141	14								
PP	88th		14															14								

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					8%										15%	8%						
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		34					16										27	14						
PP	Access		34															27							
PP	WB152		34															9	18						
PP	EB152		11					23										9							
PP	88th		11															9							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2031 Weekday AM Peak - Full Access - Partial Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%										12%	11%				3%	0%	
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33										99	91				25	3	
PP	Access		63															123							
PP	WB152		63															41	82						
PP	EB152		20					43										41							
PP	88th		20															41							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%													65%	9%	26%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162													92	12	37			

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2031 Weekday AM Peak - Full Access - Partial Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	6%				23%															21%	17%	5%
PP	Access		17%															21%								
PP	WB152		12%										5%					11%	10%							
PP	EB152		5%					7%									6%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		2	5	3				10														26	21	7	
PP	Access		7															26								
PP	WB152		5										2					14	13							
PP	EB152		2					3									8	6								
PP	88th		2															6								

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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2031 Weekday AM Peak - Full Access - Partial Build

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	178	155	30	55	88	49	52	41	27	0	5	0	33	80	0	0	275	104	44	3	293	91	56	12
PP	Access	55	363	140	18	91	6	0	14	0	0	0	0	0	80	0	0	659	0	10	0	59	160	21	23
PP	WB152	0	284	0	0	91	0	0	0	0	59	0	273	46	80	0	0	630	248	0	0	0	0	0	0
PP	EB152	0	93	0	0	150	0	191	0	40	0	0	0	0	126	39	507	123	0	0	0	0	0	0	0
PP	88th	54	93	3	28	0	162	0	0	0	0	0	0	0	0	0	0	123	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2031 Week

SBO	SBE	NBO	NBE
953			555
1149	953	555	717
1038	1149	717	616
557	1038	616	588
	557	588	

2031 - Weekday AM Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	211	271	73	56	398	154	96	44	320	236	61	15
PP	Access	55	522	140	18	930	6	10	14	59	160	21	23
PP	WB152	212	404	0	0	862	287	0	0	0	176	0	313
PP	EB152	0	401	187	613	425	0	215	0	132	0	0	0
PP	88th	54	266	46	120	274	162	92	12	37	49	0	230

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 Trip Generation Turning Movement Assignment

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**2031 Weekday AM Peak Ramp Volumes - Full Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 4

3 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						5%		5%				
Count			8						3		3				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							12%								
Count							18								

**Project #1**

21 4

21 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						38%		17%				
Count			1						29		13				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							32%		30%						
Count							76		72						

**Project #2**

46 4

46 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						33%						
Count			6						27						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							8%		30%						
Count							20		74						

**Project #3**

64 4

64 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						18%		8%				
Count			38						45		20				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		20%						
Count							21		43						

**Project #4**

88 4

88 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%		4%				
Count			3						2		1				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		10%						
Count							1		1						



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**2031 Weekday AM Peak Ramp Volumes - Full Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%						4%
Count			2						1					1	

106 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%	10%							
Count							1	1							

**Project #6** 132 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						24%						6%
Count			2						3						1

132 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%	15%							
Count							1	1							

**Project #7** 150 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						25%						10%
Count			17						28						11

150 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							30%	15%							
Count							35	17							

**Project #8** 173 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			19%						15%						20%
Count			53						42						56

173 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							20%	30%							
Count							56	84							

**TIF North of Creek** 236 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			23												

236 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**2031 Weekday AM Peak Ramp Volumes - Full Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			43												

191 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						19%		6%				
Count			32						41		13				

218 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							21								

**Fountain Hills 11th Plat** 262 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						5%						
Count			3						2						

262 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Ramp Trip Generation Total**

**2031 Future Growth + Partial Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	230	0	0	251	293	0	224	0	118				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1606	364	1339	267	494	344	2610	373	587	152				
Mvmt			347			838	800			524	489				

112	246	152
112	246	152

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1343	112	1120	223	203	43	2183	124	491	28				

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**2031 Weekday PM Peak - Full Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%									32%										
PP	WB152					30%					8%			11%	32%										
PP	EB152					38%				20%					43%	13%									
PP	88th			5%	58%																		12%		55%
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8				21	10										
PP	Access					51									31										
PP	WB152					51					13			11	31										
PP	EB152					64				34					43	12									
PP	88th			8	98																			12	55

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%													20%		63%			
PP	Access		67%															63%							
PP	WB152		7%									60%						60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	164					49													29		93			
PP	Access		164															93							
PP	WB152		17									147						88	4						
PP	EB152		12					5									81	7							
PP	88th		12															7							

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**2031 Weekday PM Peak - Full Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 46

Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											42%					5%	
PP	Access		45%																47%						
PP	WB152		10%									35%							40%	7%					
PP	EB152		5%					5%										35%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		123					10											68				8		
PP	Access		123																76						
PP	WB152		26									97							65	11					
PP	EB152		14					12										57	8						
PP	88th		14																8						

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 64

Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49%	5%				8%					4%							11%		5%	1%	36%		
PP	Access		55%																48%						
PP	WB152		20%									35%							38%	10%					
PP	EB152		5%					15%										33%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	33	4				5					2							8		3	1	25		
PP	Access		36																33						
PP	WB152		13									23							26	7					
PP	EB152		3					10										23	3						
PP	88th		3																3						

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**2031 Weekday PM Peak - Full Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%									20%						24%	10%						
PP	EB152		5%					10%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35															43			1				
PP	Access		41															43							
PP	WB152		18									24						31	13						
PP	EB152		6					12										24	6						
PP	88th		6															6							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%									20%						25%	10%						
PP	EB152		5%					10%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	9	4				6											4		14		11			
PP	Access		13															14							
PP	WB152		5									7						10	4						
PP	EB152		2					4										8	2						
PP	88th		2															2							

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**2031 Weekday PM Peak - Full Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%								18%					8%		15%			
PP	Access	35%	15%				15%											15%		18%		35%			
PP	WB152		20%									30%						35%	15%						
PP	EB152		5%					15%									30%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	29				30	13								18					8		15			
PP	Access	68	29				30											15		18		35			
PP	WB152		39									59						35	15						
PP	EB152		10					29									30	5							
PP	88th		10															5							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%								11%					4%		15%			
PP	Access	45%	15%				4%											15%		11%		45%			
PP	WB152		15%									45%						50%	10%						
PP	EB152		5%					10%									45%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	35				9	26								25					8		34			
PP	Access	105	35				9											34		25		101			
PP	WB152		35									105						113	23						
PP	EB152		12					23									101	11							
PP	88th		12															11							

**2031 Weekday PM Peak - Full Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			10%	15%	5%			9%						8%									12%	16%	2%
PP	Access		10%	56%	5%				5%									12%					49%	13%	8%	
PP	WB152		16%										50%					45%	16%							
PP	EB152		5%					11%									40%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			42	64	21			37						29								44	58	7	
PP	Access		42	239	21				21									44					174	45	29	
PP	WB152		69										212					161	57							
PP	EB152		21					48									143	18								
PP	88th		21															18								

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					8%										20%	8%						
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		73					36										90	34						
PP	Access		73															90							
PP	WB152		73															23	68						
PP	EB152		24					48										23							
PP	88th		24															23							

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Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			



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**2031 Weekday PM Peak - Full Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		4%	10%	6%				21%															17%	18%	6%
PP	Access		15%															17%								
PP	WB152		10%										5%					10%	7%							
PP	EB152		5%					5%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	8				29														14	15	5	
PP	Access		20															14								
PP	WB152		13										7					8	6							
PP	EB152		7					6									4	4								
PP	88th		7															4								

**2031 Weekday PM Peak - Full Access - Partial Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	276	384	56	72	171	99	126	66	36	0	2	0	31	129	0	0	324	110	63	2	185	85	76	12
PP	Access	173	716	239	21	148	39	0	21	0	0	0	0	0	89	0	0	594	0	43	0	137	174	45	29
PP	WB152	0	449	0	0	148	0	0	0	0	82	0	680	49	89	0	0	594	311	0	0	0	0	0	0
PP	EB152	0	158	0	0	229	0	291	0	89	0	0	0	0	138	41	471	123	0	0	0	0	0	0	0
PP	88th	55	158	8	98	0	221	0	0	0	0	0	0	0	0	0	0	123	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2031 - Weekday PM Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	307	745	211	75	540	209	189	68	221	183	78	15
PP	Access	173	1191	239	21	884	39	43	21	137	174	45	29
PP	WB152	287	753	0	0	836	359	0	0	0	350	3	851
PP	EB152	0	639	325	520	665	0	409	1	376	0	0	0
PP	88th	55	488	91	325	496	221	124	17	50	83	0	352

2031 Weekday PM Partial Build

	944			1263
	1195	944	1263	1603
	1186	1195	1603	1040
	1041	1186	1047	964
		1041	964	

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**2031 Weekday PM Peak Ramp Volumes - Full Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 5

3 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						4%		4%
Count			34						6		6

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						13%					
Count						12					

**Project #1**

21 5

21 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			1%						43%		17%
Count			2						105		42

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						44	37				

**Project #2**

46 5

46 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						35%		
Count			12						97		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	25%				
Count						16	40				

**Project #3**

64 5

64 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						27%		15%
Count			10						18		10

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	15%				
Count						14	10				

**Project #4**

88 5

88 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			12						19		5

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						13	13				

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**2031 Weekday PM Peak Ramp Volumes - Full Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Project #5**

106 5

106 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			10%						16%				4%
Count			4						6				1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%								10%	10%				
Count								4	4				

**Project #6**

132 5

132 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			15%						24%				6%
Count			29						47				12

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%								15%	15%				
Count								15	15				

**Project #7**

150 5

150 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			10%						26%				19%
Count			23						61				44

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%								30%	15%				
Count								68	34				

**Project #8**

173 5

173 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			11%						25%				25%
Count			48						106				106

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%								20%	20%				
Count								71	71				

**TIF North of Creek**

236 5

236 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			10%										
Count			48										

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%													
Count													

**2031 Weekday PM Peak Ramp Volumes - Full Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			93												

191 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						19%		6%				
Count			55						52		17				

218 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat** 262 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						5%						
Count			6						7						

262 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

**2031 Future Growth + Partial Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	378	0	0	286	225	0	524	0	243				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		3467	848	3207	260	645	254	2014	950	338	314				
			784			899	846			1264	1200				

393	324	426
393	325	416

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2900	393	2683	217	301	24	1685	356	282	60				

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**2031 Weekend Peak - Full Access - Partial Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 3

Trip Distribution Column 3  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				17%	15%										
PP	Access					35%									32%										
PP	WB152					35%					10%			11%	32%										
PP	EB152					45%				10%					43%	10%									
PP	88th			5%	55%																			12%	53%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					37				15				23	21										
PP	Access					52									43										
PP	WB152					52					15			15	43										
PP	EB152					67				15					59	14									
PP	88th			7	82																			17	73

Trip Distribution Column 6  
 Trip Distribution Row Start 21

Trip Distribution Column 3  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%									65%						60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	163					22													38		136			
PP	Access		163															136							
PP	WB152		20									143						129	6						
PP	EB152		11					9									118	11							
PP	88th		11															11							

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Trip Distribution Column 6  
 Trip Distribution Row Start 46

Trip Distribution Column 3  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		52%					4%											40%				4%		
PP	Access		52%																44%						
PP	WB152		12%									40%							38%	6%					
PP	EB152		5%					7%										33%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		113					8											73				8		
PP	Access		113																82						
PP	WB152		26									87							70	11					
PP	EB152		11					15										61	9						
PP	88th		11																9						

Trip Distribution Column 6  
 Trip Distribution Row Start 64

Trip Distribution Column 3  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%	6%				8%					3%							11%		6%	3%	39%		
PP	Access		55%																50%						
PP	WB152		20%									35%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	20	2				3					1							5		2	1	16		
PP	Access		22																20						
PP	WB152		8									14							14	6					
PP	EB152		2					6										12	2						
PP	88th		2																2						

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Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%									20%						24%	10%						
PP	EB152		5%					10%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60															60			2				
PP	Access		70															60							
PP	WB152		30									40						43	18						
PP	EB152		10					20										34	9						
PP	88th		10															9							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%									20%						25%	10%						
PP	EB152		5%					10%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	5				7											4		15		11			
PP	Access		16															15							
PP	WB152		7									9						11	4						
PP	EB152		2					5										9	2						
PP	88th		2															2							



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Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	21%				8%	4%								11%					5%		20%			
PP	Access	49%	21%				8%											20%		11%		47%			
PP	WB152		22%									48%						47%	20%						
PP	EB152		2%					20%									45%	2%							
PP	88th		2%															2%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	73				29	12								39					17		75			
PP	Access	170	73				29											75		39		176			
PP	WB152		76									166						176	75						
PP	EB152		7					69									169	8							
PP	88th		7															8							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	14%				4%	11%								11%					4%		14%			
PP	Access	41%	14%				4%											14%		11%		41%			
PP	WB152		15%									40%						45%	10%						
PP	EB152		5%					10%									40%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	37				10	30								27					9		33			
PP	Access	110	37				10											33		27		100			
PP	WB152		40									106						109	24						
PP	EB152		13					27									97	12							
PP	88th		13															12							

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Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			9%	11%	4%			13%						12%									12%	14%	3%
PP	Access		9%	53%	4%				10%									12%					49%	10%	12%	
PP	WB152		17%										45%					50%	11%							
PP	EB152		5%					12%									45%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			47	56	19			63						43								43	49	11	
PP	Access		47	264	19				50									43					173	36	43	
PP	WB152		85										225					178	39							
PP	EB152		25					60									160	18								
PP	88th		25															18								

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					11%										12%	11%						
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		81					61										61	57						
PP	Access		81															61							
PP	WB152		81															25	36						
PP	EB152		27					54										25							
PP	88th		27															25							

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Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			

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**2031 Weekend Peak - Full Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	3%				23%															16%	17%	8%
PP	Access		18%															16%								
PP	WB152		12%										6%					10%	6%							
PP	EB152		5%					7%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	3				26															15	16	8
PP	Access		20															15								
PP	WB152		13										7					10	6							
PP	EB152		6					8									5	5								
PP	88th		6															5								

**2031 Weekend Peak - Full Access - Partial Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	314	440	61	60	154	75	185	89	44	0	1	0	32	169	0	0	313	240	81	3	279	86	69	19
PP	Access	279	815	264	19	141	39	0	50	0	0	0	0	0	92	0	0	679	0	67	0	276	173	36	43
PP	WB152	0	560	0	0	141	0	0	0	0	89	0	798	54	92	0	0	823	306	0	0	0	0	0	0
PP	EB152	0	172	0	0	229	0	388	0	89	0	0	0	0	147	43	665	158	0	0	0	0	0	0	0
PP	88th	59	172	7	82	0	236	0	0	0	0	0	0	0	0	0	0	158	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648	674	

2031 - Weekend Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	346	694	123	63	509	315	266	92	324	179	70	22
PP	Access	279	1049	264	19	957	39	67	50	276	173	36	43
PP	WB152	388	741	0	0	1070	336	0	0	0	386	3	852
PP	EB152	0	692	364	726	730	0	437	3	413	0	0	0
PP	88th	59	378	97	523	384	236	117	20	59	111	0	561

2031 Weekend Partial Build

1012			1163
1407	1015	1158	1592
1457	1407	1592	1129
1143	1457	1129	1056
	1143	1056	

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**2031 Weekend Peak Ramp Volumes - Full Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						5%		5%
Count			15						7		7

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%					
Count						14					

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						48%		17%
Count			4						106		37

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						65	54				

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						40%		
Count			15						87		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	25%				
Count						15	46				

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						30%		10%
Count			6						12		4

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	20%				
Count						6	8				

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			20						32		8

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						18	18				

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**2031 Weekend Peak Ramp Volumes - Full Access - Partial Build**

		Entering (IN)					Exiting (OUT)										
<b>Project #5</b>		106 6					106 3										
		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			10%						16%		4%					10%	10%
Count			5						7		2					4	4
<b>Project #6</b>		132 6					132 3										
		EB PP		EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) <td colspan="2">EB PP</td> <td colspan="3">EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td></td></td>			WB152 (US169SB-PP) <td colspan="2">EB PP</td> <td colspan="3">EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td></td>		EB PP		EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td>			WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			20%						39%		9%					30%	15%
Count			69						135		31					113	56
<b>Project #7</b>		150 6					150 3										
		EB PP		EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) <td colspan="2">EB PP</td> <td colspan="3">EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td></td></td>			WB152 (US169SB-PP) <td colspan="2">EB PP</td> <td colspan="3">EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td></td>		EB PP		EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td>			WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			10%						26%		14%					25%	15%
Count			27						69		37					61	36
<b>Project #8</b>		173 6					173 3										
		EB PP		EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) <td colspan="2">EB PP</td> <td colspan="3">EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td></td></td>			WB152 (US169SB-PP) <td colspan="2">EB PP</td> <td colspan="3">EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td></td>		EB PP		EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td>			WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			12%						20%		25%					20%	25%
Count			60						100		125					71	89
<b>TIF North of Creek</b>		236 6					236 3										
		EB PP		EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) <td colspan="2">EB PP</td> <td colspan="3">EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td></td></td>			WB152 (US169SB-PP) <td colspan="2">EB PP</td> <td colspan="3">EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td></td>		EB PP		EB152 (PP-US169SB) <td colspan="2">WB152 (US169SB-PP) </td>			WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R
%			10%														
Count			54														

**2031 Weekend Peak Ramp Volumes - Full Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			116												

191 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			25%						19%		6%				
Count			74						56		18				

218 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat** 262 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						6%						
Count			8						7						

262 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

**2031 Future Growth + Partial Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	472	0	0	395	312	0	619	0	270				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		3575	910	3275	300	809	345	2015	971	279	329				
			853			1155	1091			1300	1238				

						375						344			
		366				372						341			
		366				375						344			344

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2990	366	2739	251	347	28	1685	295	233	49				

\*2017 Highway Weekend Volumes are Estimates



190577 Platte Purchase Development  
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**2021 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 3

Trip Distribution Column 1  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																		7%		47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																			11	74

Trip Distribution Column 4  
 Trip Distribution Row Start 21

Trip Distribution Column 1  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	56					18													30		197			
PP	Access		56															197							
PP	WB152		7									49						183	14						
PP	EB152		4					3									170	14							
PP	88th		4															14							

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**2021 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 46

Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											48%				5%		
PP	Access		45%																53%						
PP	WB152		12%									33%							43%	10%					
PP	EB152		5%					7%										38%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3											118				13		
PP	Access		37																131						
PP	WB152		10									27							106	25					
PP	EB152		4					6										94	12						
PP	88th		4																12						

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 64

Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%							13%		6%	1%	40%		
PP	Access		47%																53%						
PP	WB152		25%									22%							38%	15%					
PP	EB152		10%					15%										28%	10%						
PP	88th		10%																10%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	283	31				50					13							52		23	5	168		
PP	Access		314																220						
PP	WB152		167									147							157	63					
PP	EB152		67					100										115	42						
PP	88th		67																42						

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**2021 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%									15%						24%	15%						
PP	EB152		5%					15%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4									3						2	1						
PP	EB152		1					3										2	0						
PP	88th		1															0							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%									15%						25%	15%						
PP	EB152		5%					15%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	7	3				4											2		4		5			
PP	Access		10															7							
PP	WB152		5									4						4	3						
PP	EB152		1					4										4	1						
PP	88th		1															1							

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Trip Distribution Column 4

Trip Distribution Column 1

**Project #6**

Trip Distribution Row Start 132

Trip Distribution Row Start 132

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%													25%		15%			
PP	Access	35%	15%				15%												15%			35%			
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	2				2	1													2		1			
PP	Access	4	2				2												1			2			
PP	WB152		2									3							2	1					
PP	EB152		1					2										2	0						
PP	88th		1																0						

Trip Distribution Column 4

Trip Distribution Column 1

**Project #7**

Trip Distribution Row Start 150

Trip Distribution Row Start 150

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%													10%		16%			
PP	Access	45%	15%				4%												16%			49%			
PP	WB152		25%									35%							50%	15%					
PP	EB152		10%					15%										45%	5%						
PP	88th		10%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	27				7	20													13		22			
PP	Access	81	27				7												22			65			
PP	WB152		45									63							67	20					
PP	EB152		18					27										60	7						
PP	88th		18																7						

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**2021 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			9%	19%	6%			16%						8%								71%	19%	2%
PP	Access		9%	50%	6%													71%							8%
PP	WB152		24%										35%					55%	16%						
PP	EB152		5%					19%									50%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			25	53	18			46						23								200	53	6
PP	Access		25	140	18													200							23
PP	WB152		67										98					155	45						
PP	EB152		14					53									141	14							
PP	88th		14															14							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					8%										15%	8%						
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		34					16										27	14						
PP	Access		34															27							
PP	WB152		34															9	18						
PP	EB152		11					23										9							
PP	88th		11															9							

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**2021 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%										12%	11%				3%	0%	
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33										99	91				25	3	
PP	Access		63															123							
PP	WB152		63															41	82						
PP	EB152		20					43										41							
PP	88th		20															41							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%													65%	9%	26%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162													92	12	37			

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**2021 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent												OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
PP	FH		5%	12%	6%				23%																21%	17%	5%
PP	Access		17%															21%									
PP	WB152		12%										5%					11%	10%								
PP	EB152		5%					7%									6%	5%									
PP	88th		5%															5%									
		IN Distributed Volume												OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		
PP	FH		2	5	3				10															26	21	7	
PP	Access		7															26									
PP	WB152		5										2					14	13								
PP	EB152		2					3									8	6									
PP	88th		2															6									

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2021 Weekday AM Peak - Three Quarter Access - Full Build

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	375	176	30	55	90	93	52	55	27	0	13	0	33	70	0	0	302	104	73	5	406	251	77	12
PP	Access	85	582	140	18	91	8	0	0	0	0	0	0	0	80	0	0	958	0	0	0	67	0	0	23
PP	WB152	0	410	0	0	91	0	0	0	0	59	0	398	46	80	0	0	741	284	0	0	0	0	0	0
PP	EB152	0	143	0	0	150	0	267	0	40	0	0	0	0	126	39	594	147	0	0	0	0	0	0	0
PP	88th	54	143	3	28	0	162	0	0	0	0	0	0	0	0	0	0	147	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2021 Week

SBO	SBE	NBO	NBE
1255			764
1297	1255	764	967
1149	1297	967	741
580	1149	741	637
	580	637	

2021 - Weekday AM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	409	282	73	56	427	197	125	61	433	396	91	15
PP	Access	85	741	140	18	1229	8	0	0	67	0	0	23
PP	WB152	212	529	0	0	973	323	0	0	0	176	0	438
PP	EB152	0	451	187	701	448	0	290	0	132	0	0	0
PP	88th	54	316	46	120	298	162	92	12	37	49	0	230



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**2021 Weekday AM Peak Ramp Volumes - Three Quarter Access**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 4

3 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						5%		5%				
Count			8						3		3				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							12%								
Count							18								

**Project #1**

21 4

21 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						38%		17%				
Count			1						34		15				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							32%		30%						
Count							88		82						

**Project #2**

46 4

46 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						33%						
Count			6						27						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							8%		30%						
Count							20		74						

**Project #3**

64 4

64 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						18%		8%				
Count			100						120		53				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		20%						
Count							42		84						

**Project #4**

88 4

88 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%		4%				
Count			3						2		1				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		10%						
Count							1		1						

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**2021 Weekday AM Peak Ramp Volumes - Three Quarter Access**

		Entering (IN)					Exiting (OUT)				
		106 4					106 1				
		EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)					EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Project #5	%		15%						11%		4%
	Count		4						3		1
Project #6	%		15%						24%		6%
	Count		2						3		1
Project #7	%		15%						25%		10%
	Count		27						45		18
Project #8	%		19%						15%		20%
	Count		53						42		56
TIF North of Creek	%		11%								
	Count		23								

**2021 Weekday AM Peak Ramp Volumes - Three Quarter Access**

Entering (IN)

Exiting (OUT)

**Mann Farm**

191 4

191 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			43												

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP**

218 4

218 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						19%		6%				
Count			32						41		13				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							21								

**Fountain Hills 11th Plat**

262 4

262 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						5%						
Count			3						2						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Ramp Trip Generation Total**

**2021 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	305	0	0	289	348	0	322	0	161				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1384	421	1154	230	498	392	2249	450	506	190				
Mvmt			422			890	887			640	613				

112	246	152
112	246	152

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1343	112	1120	223	203	43	2183	124	491	28				

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**2021 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 3

Trip Distribution Column 2  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%									32%										
PP	WB152					30%					8%			11%	32%										
PP	EB152					38%				20%					43%	13%									
PP	88th			5%	58%																		12%		55%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8				21	10										
PP	Access					51									31										
PP	WB152					51					13			11	31										
PP	EB152					64				34					43	12									
PP	88th			8	98																			12	55

Trip Distribution Column 5  
 Trip Distribution Row Start 21

Trip Distribution Column 2  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%													20%		63%			
PP	Access		67%															63%							
PP	WB152		7%									60%						60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	191					57													34		107			
PP	Access		191															107							
PP	WB152		20									171						102	5						
PP	EB152		14					6									94	9							
PP	88th		14															9							

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**2021 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 46

Trip Distribution Column 2  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%												42%				5%	
PP	Access		45%																	47%					
PP	WB152		10%									35%							40%	7%					
PP	EB152		5%					5%									35%	5%							
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		123					10												68				8	
PP	Access		123																	76					
PP	WB152		26									97							65	11					
PP	EB152		14					12									57	8							
PP	88th		14																8						

Trip Distribution Column 5  
 Trip Distribution Row Start 64

Trip Distribution Column 2  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49%	5%				8%					4%								11%		5%	1%	36%	
PP	Access		55%																	48%					
PP	WB152		20%									35%							38%	10%					
PP	EB152		5%					15%									33%	5%							
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	72	8				12					6							18		8	2	57		
PP	Access		80																74						
PP	WB152		29									51							59	16					
PP	EB152		7					22									51	8							
PP	88th		7																8						

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**2021 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 88

Trip Distribution Column 2  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%										20%					24%	10%						
PP	EB152		5%					10%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35															43			1				
PP	Access		41															43							
PP	WB152		18										24					31	13						
PP	EB152		6					12										24	6						
PP	88th		6															6							

Trip Distribution Column 5  
 Trip Distribution Row Start 106

Trip Distribution Column 2  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%										20%					25%	10%						
PP	EB152		5%					10%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	20	9				13											8		31		24			
PP	Access		29															31							
PP	WB152		12										16					22	9						
PP	EB152		4					8										18	4						
PP	88th		4															4							

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**2021 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 132

Trip Distribution Column 2  
 Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%													25%		15%			
PP	Access	35%	15%				15%												15%			35%			
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%									30%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	29				30	13													25		15			
PP	Access	68	29				30												15			35			
PP	WB152		39									59							35	15					
PP	EB152		10					29									30	5							
PP	88th		10															5							

Trip Distribution Column 5  
 Trip Distribution Row Start 150

Trip Distribution Column 2  
 Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%													15%		15%			
PP	Access	45%	15%				4%												15%			45%			
PP	WB152		15%									45%							50%	10%					
PP	EB152		5%					10%									45%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42				11	32													48		48			
PP	Access	127	42				11												48			145			
PP	WB152		42									127							161	32					
PP	EB152		14					28									145	16							
PP	88th		14															16							

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**2021 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			10%	15%	5%			14%						8%									61%	29%	2%
PP	Access		10%	56%	5%													61%								8%
PP	WB152		16%										50%					45%	16%							
PP	EB152		5%					11%									40%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			42	64	21			58						29									218	103	7
PP	Access		42	239	21													218								29
PP	WB152		69										212					161	57							
PP	EB152		21					48									143	18								
PP	88th		21															18								

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		15%					8%										20%	8%							
PP	Access		15%															20%								
PP	WB152		15%															5%	15%							
PP	EB152		5%					10%										5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		73					36										90	34							
PP	Access		73															90								
PP	WB152		73															23	68							
PP	EB152		24					48										23								
PP	88th		24															23								



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**2021 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			

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**2021 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		4%	10%	6%				21%															17%	18%	6%
PP	Access		15%															17%								
PP	WB152		10%										5%					10%	7%							
PP	EB152		5%					5%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	8				29															14	15	5
PP	Access		20															14								
PP	WB152		13										7					8	6							
PP	EB152		7					6									4	4								
PP	88th		7															4								

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**2021 Weekday PM Peak - Three Quarter Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	361	393	56	72	173	126	126	87	36	0	6	0	31	86	0	0	339	110	147	3	259	259	120	12
PP	Access	196	810	239	21	148	41	0	0	0	0	0	0	0	89	0	0	856	0	0	0	180	0	0	29
PP	WB152	0	482	0	0	148	0	0	0	0	82	0	763	49	89	0	0	701	335	0	0	0	0	0	0
PP	EB152	0	168	0	0	229	0	314	0	89	0	0	0	0	138	41	565	136	0	0	0	0	0	0	0
PP	88th	55	168	8	98	0	221	0	0	0	0	0	0	0	0	0	0	136	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2021 - Weekday PM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	392	711	211	75	556	237	273	90	295	357	126	15
PP	Access	196	1285	239	21	1146	41	0	0	180	0	0	29
PP	WB152	287	786	0	0	943	383	0	0	0	350	3	934
PP	EB152	0	649	325	615	678	0	431	1	376	0	0	0
PP	88th	55	499	91	325	508	221	124	17	50	83	0	352

2021 Weekday PM Full Build

	1208			1314
	1326	1208	1314	1720
	1293	1326	1720	1073
	1054	1293	1080	975
		1054	975	

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**2021 Weekday PM Peak Ramp Volumes - Three Quarter Access**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 5

3 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						4%		4%
Count			34						6		6

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						13%					
Count						12					

**Project #1**

21 5

21 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			1%						43%		17%
Count			3						122		48

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						51	43				

**Project #2**

46 5

46 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						35%		
Count			12						97		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	25%				
Count						16	40				

**Project #3**

64 5

64 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						27%		15%
Count			22						40		22

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	15%				
Count						31	24				

**Project #4**

88 5

88 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			12						19		5

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						13	13				

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**2021 Weekday PM Peak Ramp Volumes - Three Quarter Access**

		Entering (IN)					Exiting (OUT)															
		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)								
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R							
<b>Project #5</b>		106					5					106					2					
%			10%						16%		4%						10%	10%				
Count			8						13		3						9	9				
<b>Project #6</b>		132					5					132					2					
%			15%						24%		6%						15%	15%				
Count			29						47		12						15	15				
<b>Project #7</b>		150					5					150					2					
%			10%						26%		19%						30%	15%				
Count			28						74		54						96	48				
<b>Project #8</b>		173					5					173					2					
%			11%						25%		25%						20%	20%				
Count			48						106		106						71	71				
<b>TIF North of Creek</b>		236					5					236					2					
%			10%																			
Count			48																			

**2021 Weekday PM Peak Ramp Volumes - Three Quarter Access**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			93												

191 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						19%		6%				
Count			55						52		17				

218 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat** 262 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						5%						
Count			6						7						

262 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

**2021 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	400	0	0	344	263	0	583	0	273				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2988	805	2764	224	654	288	1736	950	291	334				
			807			942	940			1284	1283				

393	324	426
393	325	416

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2900	393	2683	217	301	24	1685	356	282	60				

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**2021 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 3

Trip Distribution Column 3  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				17%	15%										
PP	Access					35%									32%										
PP	WB152					35%					10%			11%	32%										
PP	EB152					45%				10%					43%	10%									
PP	88th			5%	55%																			12%	53%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					37				15				23	21										
PP	Access					52									43										
PP	WB152					52					15			15	43										
PP	EB152					67				15					59	14									
PP	88th			7	82																			17	73

Trip Distribution Column 6  
 Trip Distribution Row Start 21

Trip Distribution Column 3  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%									65%						60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	185					25													42		152			
PP	Access		185															152							
PP	WB152		23									163						145	7						
PP	EB152		13					10									133	12							
PP	88th		13															12							

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**2021 Weekend Peak - Three Quarter Access - Full Build**

**Project #2** Trip Distribution Column 6 Trip Distribution Column 3  
 Trip Distribution Row Start 46 Trip Distribution Row Start 46

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		52%					4%											40%				4%			
PP	Access		52%																44%							
PP	WB152		12%										40%						38%	6%						
PP	EB152		5%					7%											33%	5%						
PP	88th		5%																5%							
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		113					8											73				8			
PP	Access		113																82							
PP	WB152		26										87						70	11						
PP	EB152		11					15											61	9						
PP	88th		11																9							

**Project #3** Trip Distribution Column 6 Trip Distribution Column 3  
 Trip Distribution Row Start 64 Trip Distribution Row Start 64

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH	50%	6%				8%					3%							11%		6%	3%	39%			
PP	Access		55%																50%							
PP	WB152		20%										35%						35%	15%						
PP	EB152		5%					15%											30%	5%						
PP	88th		5%																5%							
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH	57	6				9					3							9	5	2	33				
PP	Access		64																42							
PP	WB152		23										40						30	13						
PP	EB152		6				17												25	4						
PP	88th		6																4							



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**2021 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%																34%			1%			
PP	Access		35%																34%						
PP	WB152		15%									20%							24%	10%					
PP	EB152		5%					10%										19%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60																60			2			
PP	Access		70																60						
PP	WB152		30									40							43	18					
PP	EB152		10					20										34	9						
PP	88th		10																9						

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%												9%		35%		26%		
PP	Access		35%																35%						
PP	WB152		15%									20%							25%	10%					
PP	EB152		5%					10%										20%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	26	11				17												8		34		25		
PP	Access		37																34						
PP	WB152		16									21							24	10					
PP	EB152		5					10										19	5						
PP	88th		5																5						

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**2021 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	21%				8%	4%													15%		20%			
PP	Access	49%	21%				8%											20%				47%			
PP	WB152		22%										48%					47%	20%						
PP	EB152		2%					20%									45%	2%							
PP	88th		2%															2%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	73				29	12													56		75			
PP	Access	170	73				29											75				176			
PP	WB152		76										166					176	75						
PP	EB152		7					69									169	8							
PP	88th		7															8							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	14%				4%	11%													15%		14%			
PP	Access	41%	14%				4%											14%				41%			
PP	WB152		15%										40%					45%	10%						
PP	EB152		5%					10%									40%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	46				12	37													45		42			
PP	Access	137	46				12											42				125			
PP	WB152		50										133					136	30						
PP	EB152		17					33									121	15							
PP	88th		17															15							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2021 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			9%	11%	4%			23%						12%									61%	24%	3%
PP	Access		9%	53%	4%													61%								12%
PP	WB152		17%										45%					50%	11%							
PP	EB152		5%					12%									45%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			47	56	19			113						43									217	84	11
PP	Access		47	264	19													217								43
PP	WB152		85										225					178	39							
PP	EB152		25					60									160	18								
PP	88th		25															18								

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		15%					11%										12%	11%							
PP	Access		15%															12%								
PP	WB152		15%															5%	7%							
PP	EB152		5%					10%										5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		81					61										61	57							
PP	Access		81															61								
PP	WB152		81															25	36							
PP	EB152		27					54										25								
PP	88th		27															25								

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2021 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

**Mann Farm**

Trip Distribution Row Start 191

Trip Distribution Row Start 191

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6

Trip Distribution Column 3

**SW Corner of 152 & PP**

Trip Distribution Row Start 218

Trip Distribution Row Start 218

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			

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 Trip Generation Turning Movement Assignment

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**2021 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	3%				23%															16%	17%	8%
PP	Access		18%															16%								
PP	WB152		12%										6%					10%	6%							
PP	EB152		5%					7%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	3				26														15	16	8	
PP	Access		20															15								
PP	WB152		13										7					10	6							
PP	EB152		6					8									5	5								
PP	88th		6															5								

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2021 Weekend Peak - Three Quarter Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	397	450	61	60	157	101	185	139	44	0	3	0	32	102	0	0	323	240	182	4	335	260	105	19
PP	Access	307	908	264	19	141	42	0	0	0	0	0	0	0	92	0	0	917	0	0	0	301	0	0	43
PP	WB152	0	596	0	0	141	0	0	0	0	89	0	882	54	92	0	0	894	324	0	0	0	0	0	0
PP	EB152	0	184	0	0	229	0	413	0	89	0	0	0	0	147	43	727	167	0	0	0	0	0	0	0
PP	88th	59	184	7	82	0	236	0	0	0	0	0	0	0	0	0	0	167	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648	674	

2021 - Weekend Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	429	638	123	63	522	341	367	143	380	352	108	22
PP	Access	307	1142	264	19	1196	42	0	0	301	0	0	43
PP	WB152	388	777	0	0	1142	355	0	0	0	386	3	936
PP	EB152	0	703	364	789	739	0	462	3	413	0	0	0
PP	88th	59	389	97	523	393	236	117	20	59	111	0	561

2021 Weekend Full Build

1253			1190
1497	1256	1185	1713
1528	1497	1713	1165
1153	1528	1165	1068
	1153	1068	

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 Trip Generation Turning Movement Assignment

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**2021 Weekend Peak Ramp Volumes - Three Quarter Access**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						5%		5%
Count			15						7		7

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%					
Count						14					

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%					48%			17%
Count			5					120			43

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						72	60				

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%					40%			
Count			15					87			

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	25%				
Count						15	46				

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%					30%			10%
Count			17					35			12

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	20%				
Count						13	17				

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%					16%			4%
Count			20					32			8

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						18	18				

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**2021 Weekend Peak Ramp Volumes - Three Quarter Access**

Entering (IN)

Exiting (OUT)

**Project #5** 106 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%				
Count			10						17		4				

106 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%								
Count						10	10								

**Project #6** 132 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						39%		9%				
Count			69						135		31				

132 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	15%								
Count						113	56								

**Project #7** 150 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						26%		14%				
Count			33						86		47				

150 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						25%	15%								
Count						76	45								

**Project #8** 173 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			12%						20%		25%				
Count			60						100		125				

173 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	25%								
Count						71	89								

**TIF North of Creek** 236 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			54												

236 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															



**2021 Weekend Peak Ramp Volumes - Three Quarter Access**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 6

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%	10%								
Count	116								

191 3

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%									
Count									

**SW Corner of 152 & PP** 218 6

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%	25%						19%		6%
Count	74						56		18

218 3

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%				15%					
Count				29					

**Fountain Hills 11th Plat** 262 6

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%	7%						6%		
Count	8						7		

262 3

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%									
Count									

**Trip Generation Total**

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)				
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	
Count	0	496	0	0	430	341	0	683	0	294

**2021 Future Growth + Full Build**

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)				
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	
Count	3080	874	2822	258	787	370	1736	986	240	345
		879			1157	1153			1331	1322

				375				344		
	366			372				341		
	366			375				344		344

**2019 Volumes**

EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)				
H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	
Count	2990	366	2739	251	347	28	1685	295	233	49

\*2017 Highway Weekend Volumes are Estimates

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**2031 Weekday AM Peak - Three Quarter Access - Partial Build**

**Twin Creeks Apartments**      Trip Distribution Column 4      Trip Distribution Column 1  
 Trip Distribution Row Start 3      Trip Distribution Row Start 3

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																		7%		47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																		11		74

**Project #1**      Trip Distribution Column 4      Trip Distribution Column 1  
 Trip Distribution Row Start 21      Trip Distribution Row Start 21

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49					15													26		172			
PP	Access		49															172							
PP	WB152		6									43						160	12						
PP	EB152		4					2									148	12							
PP	88th		4															12							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2031 Weekday AM Peak - Three Quarter Access - Partial Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 46

Trip Distribution Column 1  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											48%				5%		
PP	Access		45%																53%						
PP	WB152		12%									33%							43%	10%					
PP	EB152		5%					7%										38%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3											118				13		
PP	Access		37																131						
PP	WB152		10									27							106	25					
PP	EB152		4					6										94	12						
PP	88th		4																12						

Trip Distribution Column 4  
 Trip Distribution Row Start 64

Trip Distribution Column 1  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%							13%		6%	1%	40%		
PP	Access		47%																53%						
PP	WB152		25%									22%							38%	15%					
PP	EB152		10%					15%										28%	10%						
PP	88th		10%																10%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	106	12				19					5							27		12	3	85		
PP	Access		118																112						
PP	WB152		63									55							80	32					
PP	EB152		25					38										59	21						
PP	88th		25																21						

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Trip Distribution Column 4  
 Trip Distribution Row Start 88

Trip Distribution Column 1  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%										15%					24%	15%						
PP	EB152		5%					15%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4										3					2	1						
PP	EB152		1					3										2	0						
PP	88th		1															0							

Trip Distribution Column 4  
 Trip Distribution Row Start 106

Trip Distribution Column 1  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%										15%					25%	15%						
PP	EB152		5%					15%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	3	1				2											1		2		3			
PP	Access		5															3							
PP	WB152		3										2					2	1						
PP	EB152		1					2										2	0						
PP	88th		1															0							

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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%													25%		15%			
PP	Access	35%	15%				15%												15%			35%			
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	2				2	1													2		1			
PP	Access	4	2				2												1			2			
PP	WB152		2									3							2	1					
PP	EB152		1					2										2	0						
PP	88th		1																0						

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%													10%		16%			
PP	Access	45%	15%				4%												16%			49%			
PP	WB152		25%									35%							50%	15%					
PP	EB152		10%					15%										45%	5%						
PP	88th		10%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	17				4	13													12		19			
PP	Access	51	17				4												19			57			
PP	WB152		28									40							58	17					
PP	EB152		11					17										52	6						
PP	88th		11																6						

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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			9%	19%	6%			16%						8%								71%	19%	2%
PP	Access		9%	50%	6%													71%							8%
PP	WB152		24%										35%					55%	16%						
PP	EB152		5%					19%										50%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH			25	53	18			46						23								200	53	6
PP	Access		25	140	18													200							23
PP	WB152		67										98					155	45						
PP	EB152		14					53										141	14						
PP	88th		14															14							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					8%										15%	8%						
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		34					16										27	14						
PP	Access		34															27							
PP	WB152		34															9	18						
PP	EB152		11					23										9							
PP	88th		11															9							

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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%										12%	11%				3%	0%	
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33										99	91				25	3	
PP	Access		63															123							
PP	WB152		63															41	82						
PP	EB152		20					43										41							
PP	88th		20															41							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162													92	12	37			

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Trip Distribution Column 4

Trip Distribution Column 1

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	6%				23%															21%	17%	5%
PP	Access		17%															21%								
PP	WB152		12%										5%					11%	10%							
PP	EB152		5%					7%									6%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		2	5	3				10															26	21	7
PP	Access		7															26								
PP	WB152		5										2					14	13							
PP	EB152		2					3									8	6								
PP	88th		2															6								



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Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	178	155	30	55	88	49	52	55	27	0	5	0	33	70	0	0	275	104	54	3	293	251	77	12
PP	Access	55	363	140	18	91	6	0	0	0	0	0	0	0	80	0	0	818	0	0	0	59	0	0	23
PP	WB152	0	284	0	0	91	0	0	0	0	59	0	273	46	80	0	0	630	248	0	0	0	0	0	0
PP	EB152	0	93	0	0	150	0	191	0	40	0	0	0	0	126	39	507	123	0	0	0	0	0	0	0
PP	88th	54	93	3	28	0	162	0	0	0	0	0	0	0	0	0	0	123	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2031 Week

SBO	SBE	NBO	NBE
1113			545
1149	1113	545	717
1038	1149	717	616
557	1038	616	588
	557	588	

2031 - Weekday AM Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	211	261	73	56	398	154	106	58	320	396	82	15
PP	Access	55	522	140	18	1090	6	0	0	59	0	0	23
PP	WB152	212	404	0	0	862	287	0	0	0	176	0	313
PP	EB152	0	401	187	613	425	0	215	0	132	0	0	0
PP	88th	54	266	46	120	274	162	92	12	37	49	0	230







**2031 Weekday PM Peak - Three Quarter Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%									32%										
PP	WB152					30%					8%			11%	32%										
PP	EB152					38%				20%					43%	13%									
PP	88th			5%	58%																		12%		55%
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8				21	10										
PP	Access					51									31										
PP	WB152					51					13			11	31										
PP	EB152					64				34					43	12									
PP	88th			8	98																		12		55

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%													20%		63%			
PP	Access		67%															63%							
PP	WB152		7%									60%						60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	164					49													29		93			
PP	Access		164															93							
PP	WB152		17									147						88	4						
PP	EB152		12					5									81	7							
PP	88th		12															7							

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Trip Distribution Column 5  
 Trip Distribution Row Start 46

Trip Distribution Column 2  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											42%				5%		
PP	Access		45%																47%						
PP	WB152		10%									35%							40%	7%					
PP	EB152		5%					5%										35%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		123					10											68				8		
PP	Access		123																76						
PP	WB152		26									97							65	11					
PP	EB152		14					12										57	8						
PP	88th		14																8						

Trip Distribution Column 5  
 Trip Distribution Row Start 64

Trip Distribution Column 2  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49%	5%				8%					4%							11%		5%	1%	36%		
PP	Access		55%																48%						
PP	WB152		20%									35%							38%	10%					
PP	EB152		5%					15%										33%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	33	4				5					2							8		3	1	25		
PP	Access		36																33						
PP	WB152		13									23							26	7					
PP	EB152		3					10										23	3						
PP	88th		3																3						

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Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%										20%					24%	10%						
PP	EB152		5%					10%									19%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35															43			1				
PP	Access		41															43							
PP	WB152		18										24					31	13						
PP	EB152		6					12									24	6							
PP	88th		6															6							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%										20%					25%	10%						
PP	EB152		5%					10%									20%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	9	4				6											4		14		11			
PP	Access		13															14							
PP	WB152		5										7					10	4						
PP	EB152		2					4									8	2							
PP	88th		2															2							

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Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%													25%		15%			
PP	Access	35%	15%				15%												15%			35%			
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	29				30	13													25		15			
PP	Access	68	29				30												15			35			
PP	WB152		39									59							35	15					
PP	EB152		10					29										30	5						
PP	88th		10																5						

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%													15%		15%			
PP	Access	45%	15%				4%												15%			45%			
PP	WB152		15%									45%							50%	10%					
PP	EB152		5%					10%										45%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	35				9	26													34		34			
PP	Access	105	35				9												34			101			
PP	WB152		35									105							113	23					
PP	EB152		12					23										101	11						
PP	88th		12																11						



**2031 Weekday PM Peak - Three Quarter Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			10%	15%	5%			14%						8%									61%	29%	2%
PP	Access		10%	56%	5%													61%								8%
PP	WB152		16%										50%					45%	16%							
PP	EB152		5%					11%									40%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			42	64	21			58						29									218	103	7
PP	Access		42	239	21													218								29
PP	WB152		69										212					161	57							
PP	EB152		21					48									143	18								
PP	88th		21															18								

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		15%					8%										20%	8%							
PP	Access		15%															20%								
PP	WB152		15%															5%	15%							
PP	EB152		5%					10%										5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		73					36										90	34							
PP	Access		73															90								
PP	WB152		73															23	68							
PP	EB152		24					48										23								
PP	88th		24															23								

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Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			

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Trip Distribution Column 5

Trip Distribution Column 2

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		4%	10%	6%				21%															17%	18%	6%
PP	Access		15%															17%								
PP	WB152		10%										5%					10%	7%							
PP	EB152		5%					5%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	8				29															14	15	5
PP	Access		20															14								
PP	WB152		13										7					8	6							
PP	EB152		7					6									4	4								
PP	88th		7															4								

**2031 Weekday PM Peak - Three Quarter Access - Partial Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	276	384	56	72	171	99	126	87	36	0	2	0	31	86	0	0	324	110	106	2	185	259	120	12
PP	Access	173	716	239	21	148	39	0	0	0	0	0	0	0	89	0	0	769	0	0	0	137	0	0	29
PP	WB152	0	449	0	0	148	0	0	0	0	82	0	680	49	89	0	0	594	311	0	0	0	0	0	0
PP	EB152	0	158	0	0	229	0	291	0	89	0	0	0	0	138	41	471	123	0	0	0	0	0	0	0
PP	88th	55	158	8	98	0	221	0	0	0	0	0	0	0	0	0	0	123	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2031 - Weekday PM Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	307	702	211	75	540	209	232	89	221	357	123	15
PP	Access	173	1191	239	21	1058	39	0	0	137	0	0	29
PP	WB152	287	753	0	0	836	359	0	0	0	350	3	851
PP	EB152	0	639	325	520	665	0	409	1	376	0	0	0
PP	88th	55	488	91	325	496	221	124	17	50	83	0	352

2031 Weekday PM Partial Build

	1118			1220
	1195	1118	1220	1603
	1186	1195	1603	1040
	1041	1186	1047	964
		1041	964	







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**2031 Weekend Peak - Three Quarter Access - Partial Build**

**Twin Creeks Apartments**      Trip Distribution Column 6      Trip Distribution Column 3  
 Trip Distribution Row Start 3      Trip Distribution Row Start 3

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				17%	15%										
PP	Access					35%									32%										
PP	WB152					35%					10%			11%	32%										
PP	EB152					45%				10%					43%	10%									
PP	88th			5%	55%																			12%	53%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					37				15				23	21										
PP	Access					52									43										
PP	WB152					52					15			15	43										
PP	EB152					67				15					59	14									
PP	88th			7	82																			17	73

**Project #1**      Trip Distribution Column 6      Trip Distribution Column 3  
 Trip Distribution Row Start 21      Trip Distribution Row Start 21

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%									65%						60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	163					22													38		136			
PP	Access		163															136							
PP	WB152		20									143						129	6						
PP	EB152		11					9									118	11							
PP	88th		11															11							





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Trip Distribution Column 6  
 Trip Distribution Row Start 88

Trip Distribution Column 3  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%									20%						24%	10%						
PP	EB152		5%					10%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60															60			2				
PP	Access		70															60							
PP	WB152		30									40						43	18						
PP	EB152		10					20										34	9						
PP	88th		10															9							

Trip Distribution Column 6  
 Trip Distribution Row Start 106

Trip Distribution Column 3  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%									20%						25%	10%						
PP	EB152		5%					10%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	5				7											4		15		11			
PP	Access		16															15							
PP	WB152		7									9						11	4						
PP	EB152		2					5										9	2						
PP	88th		2															2							

**2031 Weekend Peak - Three Quarter Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	21%				8%	4%													15%		20%			
PP	Access	49%	21%				8%												20%			47%			
PP	WB152		22%									48%							47%	20%					
PP	EB152		2%					20%										45%	2%						
PP	88th		2%																2%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	73				29	12													56		75			
PP	Access	170	73				29												75			176			
PP	WB152		76									166							176	75					
PP	EB152		7					69										169	8						
PP	88th		7																8						

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	14%				4%	11%													15%		14%			
PP	Access	41%	14%				4%												14%			41%			
PP	WB152		15%									40%							45%	10%					
PP	EB152		5%					10%										40%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	37				10	30													36		33			
PP	Access	110	37				10												33			100			
PP	WB152		40									106							109	24					
PP	EB152		13					27										97	12						
PP	88th		13																12						

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**Project #8** Trip Distribution Column 6 Trip Distribution Row Start 173  
 Trip Distribution Column 3 Trip Distribution Row Start 173

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			9%	11%	4%			23%						12%									61%	24%	3%
PP	Access		9%	53%	4%													61%								12%
PP	WB152		17%										45%					50%	11%							
PP	EB152		5%					12%									45%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			47	56	19			113						43									217	84	11
PP	Access		47	264	19													217								43
PP	WB152		85										225					178	39							
PP	EB152		25					60									160	18								
PP	88th		25															18								

**TIF North of Creek** Trip Distribution Column 6 Trip Distribution Row Start 236  
 Trip Distribution Column 3 Trip Distribution Row Start 236

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		15%					11%										12%	11%							
PP	Access		15%															12%								
PP	WB152		15%															5%	7%							
PP	EB152		5%					10%										5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		81					61										61	57							
PP	Access		81															61								
PP	WB152		81															25	36							
PP	EB152		27					54										25								
PP	88th		27															25								

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Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			

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 Kansas City, MO

**2031 Weekend Peak - Three Quarter Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent												OUT Distribution Percent														
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
PP	FH		5%	12%	3%				23%																	16%	17%	8%
PP	Access		18%															16%										
PP	WB152		12%										6%					10%	6%									
PP	EB152		5%					7%									5%	5%										
PP	88th		5%															5%										
		IN Distributed Volume												OUT Distributed Volume														
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
PP	FH		6	14	3				26																	15	16	8
PP	Access		20															15										
PP	WB152		13										7					10	6									
PP	EB152		6					8									5	5										
PP	88th		6															5										

**2031 Weekend Peak - Three Quarter Access - Partial Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	314	440	61	60	154	75	185	139	44	0	1	0	32	102	0	0	313	240	148	3	279	260	105	19
PP	Access	279	815	264	19	141	39	0	0	0	0	0	0	0	92	0	0	852	0	0	0	276	0	0	43
PP	WB152	0	560	0	0	141	0	0	0	0	89	0	798	54	92	0	0	823	306	0	0	0	0	0	0
PP	EB152	0	172	0	0	229	0	388	0	89	0	0	0	0	147	43	665	158	0	0	0	0	0	0	0
PP	88th	59	172	7	82	0	236	0	0	0	0	0	0	0	0	0	0	158	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648	674	

2031 - Weekend Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	346	628	123	63	509	315	332	142	324	352	106	22
PP	Access	279	1049	264	19	1131	39	0	0	276	0	0	43
PP	WB152	388	741	0	0	1070	336	0	0	0	386	3	852
PP	EB152	0	692	364	726	730	0	437	3	413	0	0	0
PP	88th	59	378	97	523	384	236	117	20	59	111	0	561

2031 Weekend Partial Build

	1186			1097
	1407	1188	1092	1592
	1457	1407	1592	1129
	1143	1457	1129	1056
		1143	1056	

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**2031 Weekend Peak Ramp Volumes - Three Quarter Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						5%		5%
Count			15						7		7

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%					
Count						14					

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						48%		17%
Count			4						106		37

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						65	54				

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						40%		
Count			15						87		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	25%				
Count						15	46				

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						30%		10%
Count			6						12		4

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	20%				
Count						6	8				

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			20						32		8

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						18	18				



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**2031 Weekend Peak Ramp Volumes - Three Quarter Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%			4%			
Count			5						7			2			

106 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%								
Count						4	4								

**Project #6** 132 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						39%			9%			
Count			69						135			31			

132 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	15%								
Count						113	56								

**Project #7** 150 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						26%			14%			
Count			27						69			37			

150 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						25%	15%								
Count						61	36								

**Project #8** 173 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			12%						20%			25%			
Count			60						100			125			

173 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	25%								
Count						71	89								

**TIF North of Creek** 236 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			54												

236 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															



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**2041 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 3

Trip Distribution Column 1  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																		7%		47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																			11	74

Trip Distribution Column 4  
 Trip Distribution Row Start 21

Trip Distribution Column 1  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	56					18													30		197			
PP	Access		56															197							
PP	WB152		7									49						183	14						
PP	EB152		4					3									170	14							
PP	88th		4															14							

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**2041 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 46

Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											48%				5%		
PP	Access		45%																53%						
PP	WB152		12%									33%							43%	10%					
PP	EB152		5%					7%										38%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3											118				13		
PP	Access		37																131						
PP	WB152		10									27							106	25					
PP	EB152		4					6										94	12						
PP	88th		4																12						

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 64

Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%							13%		6%	1%	40%		
PP	Access		47%																53%						
PP	WB152		25%									22%							38%	15%					
PP	EB152		10%					15%										28%	10%						
PP	88th		10%																10%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	283	31				50					13							52		23	5	168		
PP	Access		314																220						
PP	WB152		167									147							157	63					
PP	EB152		67					100										115	42						
PP	88th		67																42						

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**2041 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 88

Trip Distribution Column 1  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%									15%						24%	15%						
PP	EB152		5%					15%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4									3						2	1						
PP	EB152		1					3										2	0						
PP	88th		1															0							

Trip Distribution Column 4  
 Trip Distribution Row Start 106

Trip Distribution Column 1  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%									15%						25%	15%						
PP	EB152		5%					15%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	7	3				4											2		4		5			
PP	Access		10															7							
PP	WB152		5									4						4	3						
PP	EB152		1					4										4	1						
PP	88th		1															1							

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**2041 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

**Project #6**

Trip Distribution Row Start 132

Trip Distribution Row Start 132

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%													25%		15%			
PP	Access	35%	15%				15%												15%				35%		
PP	WB152		20%										30%						35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	2				2	1													2		1			
PP	Access	4	2				2												1				2		
PP	WB152		2										3						2	1					
PP	EB152		1					2										2	0						
PP	88th		1																0						

Trip Distribution Column 4

Trip Distribution Column 1

**Project #7**

Trip Distribution Row Start 150

Trip Distribution Row Start 150

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%													10%		16%			
PP	Access	45%	15%				4%												16%				49%		
PP	WB152		25%										35%						50%	15%					
PP	EB152		10%					15%										45%	5%						
PP	88th		10%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	27				7	20													13		22			
PP	Access	81	27				7												22				65		
PP	WB152		45										63						67	20					
PP	EB152		18					27										60	7						
PP	88th		18																7						

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**2041 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			9%	19%	6%			16%						8%									71%	19%	2%
PP	Access		9%	50%	6%													71%								8%
PP	WB152		24%										35%					55%	16%							
PP	EB152		5%					19%									50%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			25	53	18			46						23								200	53	6	
PP	Access		25	140	18													200							23	
PP	WB152		67										98					155	45							
PP	EB152		14					53									141	14								
PP	88th		14															14								

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					8%										15%	8%						
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		34					16										27	14						
PP	Access		34															27							
PP	WB152		34															9	18						
PP	EB152		11					23										9							
PP	88th		11															9							

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**2041 Weekday AM Peak - Three Quarter Access - Full Build**

548 Mann Farm Trip Distribution Column 4 Trip Distribution Row Start 191  
 Trip Distribution Column 1 Trip Distribution Row Start 191

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%											12%	11%				3%	0%
PP	Access		16%																15%						
PP	WB152		16%																5%	10%					
PP	EB152		5%					11%											5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33											99	91				25	3
PP	Access		63																123						
PP	WB152		63																41	82					
PP	EB152		20					43											41						
PP	88th		20																41						

SW Corner of 152 & PP Trip Distribution Column 4 Trip Distribution Row Start 218  
 Trip Distribution Column 1 Trip Distribution Row Start 218

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%													65%	9%	26%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162													92	12	37			



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**2041 Weekday AM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	6%				23%															21%	17%	5%
PP	Access		17%															21%								
PP	WB152		12%										5%					11%	10%							
PP	EB152		5%					7%									6%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		2	5	3				10														26	21	7	
PP	Access		7															26								
PP	WB152		5										2					14	13							
PP	EB152		2					3									8	6								
PP	88th		2															6								

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2041 Weekday AM Peak - Three Quarter Access - Full Build

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	375	176	30	55	90	93	52	55	27	0	13	0	33	70	0	0	302	104	73	5	406	251	77	12
PP	Access	85	582	140	18	91	8	0	0	0	0	0	0	0	80	0	0	958	0	0	0	67	0	0	23
PP	WB152	0	410	0	0	91	0	0	0	0	59	0	398	46	80	0	0	741	284	0	0	0	0	0	0
PP	EB152	0	143	0	0	150	0	267	0	40	0	0	0	0	126	39	594	147	0	0	0	0	0	0	0
PP	88th	54	143	3	28	0	162	0	0	0	0	0	0	0	0	0	0	147	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2041 Week

SBO	SBE	NBO	NBE
1318			791
1359	1318	791	994
1238	1359	994	812
665	1238	812	751
	665	751	

2041 - Weekday AM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	409	295	88	57	439	197	125	61	433	446	91	17
PP	Access	85	769	140	18	1292	8	0	0	67	0	0	23
PP	WB152	270	543	0	0	1022	337	0	0	0	216	0	452
PP	EB152	0	514	238	737	501	0	299	0	164	0	0	0
PP	88th	54	376	61	152	350	162	92	12	37	61	0	283

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**2041 Weekday AM Peak Ramp Volumes - Three Quarter Access - Full Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 4

3 1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						5%		5%
Count			8						3		3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						12%					
Count						18					

**Project #1**

21 4

21 1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						38%		17%
Count			1						29		13

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						32%	30%				
Count						76	72				

**Project #2**

46 4

46 1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						33%		
Count			6						27		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	30%				
Count						20	74				

**Project #3**

64 4

64 1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						18%		8%
Count			38						45		20

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	20%				
Count						21	43				

**Project #4**

88 4

88 1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%		4%
Count			3						2		1

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						1	1				

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**2041 Weekday AM Peak Ramp Volumes - Three Quarter Access - Full Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%						4%
Count			2						1					1	

106 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%	10%							
Count							1	1							

**Project #6** 132 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						24%						6%
Count			2						3						1

132 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%	15%							
Count							1	1							

**Project #7** 150 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						25%						10%
Count			17						28						11

150 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							30%	15%							
Count							35	17							

**Project #8** 173 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			19%						15%						20%
Count			53						42						56

173 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							20%	30%							
Count							56	84							

**TIF North of Creek** 236 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			23												

236 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															



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**2041 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 3

Trip Distribution Column 2  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%									32%										
PP	WB152					30%					8%			11%	32%										
PP	EB152					38%				20%					43%	13%									
PP	88th			5%	58%																		12%		55%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8				21	10										
PP	Access					51									31										
PP	WB152					51					13			11	31										
PP	EB152					64				34					43	12									
PP	88th			8	98																			12	55

Trip Distribution Column 5  
 Trip Distribution Row Start 21

Trip Distribution Column 2  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%													20%		63%			
PP	Access		67%															63%							
PP	WB152		7%									60%						60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	191					57													34		107			
PP	Access		191															107							
PP	WB152		20									171						102	5						
PP	EB152		14					6									94	9							
PP	88th		14															9							

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**2041 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 46

Trip Distribution Column 2  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											42%				5%		
PP	Access		45%																47%						
PP	WB152		10%									35%							40%	7%					
PP	EB152		5%					5%										35%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		123					10											68				8		
PP	Access		123																76						
PP	WB152		26									97							65	11					
PP	EB152		14					12										57	8						
PP	88th		14																8						

Trip Distribution Column 5  
 Trip Distribution Row Start 64

Trip Distribution Column 2  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49%	5%				8%					4%							11%		5%	1%	36%		
PP	Access		55%																48%						
PP	WB152		20%									35%							38%	10%					
PP	EB152		5%					15%										33%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	72	8				12					6							18		8	2	57		
PP	Access		80																74						
PP	WB152		29									51							59	16					
PP	EB152		7					22										51	8						
PP	88th		7																8						

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**2041 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 88

Trip Distribution Column 2  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%									20%						24%	10%						
PP	EB152		5%					10%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35															43			1				
PP	Access		41															43							
PP	WB152		18									24						31	13						
PP	EB152		6					12										24	6						
PP	88th		6															6							

Trip Distribution Column 5  
 Trip Distribution Row Start 106

Trip Distribution Column 2  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%									20%						25%	10%						
PP	EB152		5%					10%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	20	9				13											8		31		24			
PP	Access		29															31							
PP	WB152		12									16						22	9						
PP	EB152		4					8										18	4						
PP	88th		4															4							



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Trip Distribution Column 5  
 Trip Distribution Row Start 132

Trip Distribution Column 2  
 Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				15%	7%													25%		15%			
PP	Access	35%	15%				15%												15%			35%			
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	29				30	13													25		15			
PP	Access	68	29				30												15			35			
PP	WB152		39									59							35	15					
PP	EB152		10					29										30	5						
PP	88th		10																5						

Trip Distribution Column 5  
 Trip Distribution Row Start 150

Trip Distribution Column 2  
 Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	15%				4%	11%													15%		15%			
PP	Access	45%	15%				4%												15%			45%			
PP	WB152		15%									45%							50%	10%					
PP	EB152		5%					10%										45%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42				11	32													48		48			
PP	Access	127	42				11												48			145			
PP	WB152		42									127							161	32					
PP	EB152		14					28										145	16						
PP	88th		14																16						

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**2041 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			10%	15%	5%			14%						8%									61%	29%	2%
PP	Access		10%	56%	5%													61%								8%
PP	WB152		16%										50%					45%	16%							
PP	EB152		5%					11%									40%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			42	64	21			58						29									218	103	7
PP	Access		42	239	21													218								29
PP	WB152		69										212					161	57							
PP	EB152		21					48									143	18								
PP	88th		21															18								

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		15%					8%										20%	8%							
PP	Access		15%															20%								
PP	WB152		15%															5%	15%							
PP	EB152		5%					10%										5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		73					36										90	34							
PP	Access		73															90								
PP	WB152		73															23	68							
PP	EB152		24					48										23								
PP	88th		24															23								

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**2041 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			

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**2041 Weekday PM Peak - Three Quarter Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		4%	10%	6%				21%															17%	18%	6%
PP	Access		15%															17%								
PP	WB152		10%										5%					10%	7%							
PP	EB152		5%					5%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	8				29															14	15	5
PP	Access		20															14								
PP	WB152		13										7					8	6							
PP	EB152		7					6									4	4								
PP	88th		7															4								

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**2041 Weekday PM Peak - Three Quarter Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	361	393	56	72	173	126	126	87	36	0	6	0	31	86	0	0	339	110	147	3	259	259	120	12
PP	Access	196	810	239	21	148	41	0	0	0	0	0	0	0	89	0	0	856	0	0	0	180	0	0	29
PP	WB152	0	482	0	0	148	0	0	0	0	82	0	763	49	89	0	0	701	335	0	0	0	0	0	0
PP	EB152	0	168	0	0	229	0	314	0	89	0	0	0	0	138	41	565	136	0	0	0	0	0	0	0
PP	88th	55	168	8	98	0	221	0	0	0	0	0	0	0	0	0	0	136	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2041 - Weekday PM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	392	791	265	76	572	237	273	90	295	391	126	16
PP	Access	196	1419	239	21	1195	41	0	0	180	0	0	29
PP	WB152	370	861	0	0	976	399	0	0	0	443	4	993
PP	EB152	0	768	424	632	787	0	472	1	475	0	0	0
PP	88th	55	613	120	403	638	221	124	17	50	107	0	455

2041 Weekday PM Full Build

	1257			1448
	1375	1257	1448	1854
	1419	1375	1854	1230
	1262	1419	1240	1192
		1262	1192	

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**2041 Weekday PM Peak Ramp Volumes - Three Quarter Access - Full Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 5

3 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						4%		4%
Count			34						6		6

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						13%					
Count						12					

**Project #1**

21 5

21 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			1%						43%		17%
Count			2						105		42

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						44	37				

**Project #2**

46 5

46 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						35%		
Count			12						97		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	25%				
Count						16	40				

**Project #3**

64 5

64 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						27%		15%
Count			10						18		10

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	15%				
Count						14	10				

**Project #4**

88 5

88 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			12						19		5

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						13	13				

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**2041 Weekday PM Peak Ramp Volumes - Three Quarter Access - Full Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%			4%			
Count			4						6			1			

106 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%								
Count						4	4								

**Project #6** 132 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						24%			6%			
Count			29						47			12			

132 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	15%								
Count						15	15								

**Project #7** 150 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						26%			19%			
Count			23						61			44			

150 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	15%								
Count						68	34								

**Project #8** 173 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%						25%			25%			
Count			48						106			106			

173 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	20%								
Count						71	71								

**TIF North of Creek** 236 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			48												

236 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															





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**2041 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 3

Trip Distribution Column 3  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				17%	15%										
PP	Access					35%									32%										
PP	WB152					35%					10%			11%	32%										
PP	EB152					45%				10%					43%	10%									
PP	88th			5%	55%																			12%	53%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					37				15				23	21										
PP	Access					52									43										
PP	WB152					52					15			15	43										
PP	EB152					67				15					59	14									
PP	88th			7	82																			17	73

Trip Distribution Column 6  
 Trip Distribution Row Start 21

Trip Distribution Column 3  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%									65%						60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	185					25													42		152			
PP	Access		185															152							
PP	WB152		23									163						145	7						
PP	EB152		13					10									133	12							
PP	88th		13															12							

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**2041 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 46

Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		52%					4%										40%				4%			
PP	Access		52%															44%							
PP	WB152		12%										40%					38%	6%						
PP	EB152		5%					7%									33%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		113					8										73				8			
PP	Access		113															82							
PP	WB152		26										87					70	11						
PP	EB152		11					15									61	9							
PP	88th		11															9							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 64

Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%	6%				8%					3%						11%		6%	3%	39%			
PP	Access		55%															50%							
PP	WB152		20%										35%					35%	15%						
PP	EB152		5%					15%									30%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	57	6				9					3						9		5	2	33			
PP	Access		64															42							
PP	WB152		23										40					30	13						
PP	EB152		6					17									25	4							
PP	88th		6															4							

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**2041 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%										20%					24%	10%						
PP	EB152		5%					10%									19%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60															60			2				
PP	Access		70															60							
PP	WB152		30										40					43	18						
PP	EB152		10					20									34	9							
PP	88th		10															9							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%										20%					25%	10%						
PP	EB152		5%					10%									20%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	26	11				17											8		34		25			
PP	Access		37															34							
PP	WB152		16										21					24	10						
PP	EB152		5					10									19	5							
PP	88th		5															5							

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November, 2019  
 Kansas City, MO

**2041 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	21%				8%	4%													15%		20%			
PP	Access	49%	21%				8%											20%				47%			
PP	WB152		22%										48%					47%	20%						
PP	EB152		2%					20%									45%	2%							
PP	88th		2%															2%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	73				29	12													56		75			
PP	Access	170	73				29											75				176			
PP	WB152		76										166					176	75						
PP	EB152		7					69									169	8							
PP	88th		7															8							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	14%				4%	11%													15%		14%			
PP	Access	41%	14%				4%											14%				41%			
PP	WB152		15%										40%					45%	10%						
PP	EB152		5%					10%									40%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	46				12	37													45		42			
PP	Access	137	46				12											42				125			
PP	WB152		50										133					136	30						
PP	EB152		17					33									121	15							
PP	88th		17															15							

190577 Platte Purchase Development  
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**2041 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 173

Trip Distribution Row Start 173

**Project #8**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			9%	11%	4%			23%						12%									61%	24%	3%
PP	Access		9%	53%	4%													61%							12%	
PP	WB152		17%										45%					50%	11%							
PP	EB152		5%					12%									45%	5%								
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH			47	56	19			113						43								217	84	11	
PP	Access		47	264	19													217							43	
PP	WB152		85										225					178	39							
PP	EB152		25					60									160	18								
PP	88th		25															18								

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 236

Trip Distribution Row Start 236

**TIF North of Creek**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					11%										12%	11%						
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		81					61										61	57						
PP	Access		81															61							
PP	WB152		81															25	36						
PP	EB152		27					54										25							
PP	88th		27															25							

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**2041 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

**Mann Farm**

Trip Distribution Row Start 191

Trip Distribution Row Start 191

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6

Trip Distribution Column 3

**SW Corner of 152 & PP**

Trip Distribution Row Start 218

Trip Distribution Row Start 218

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			

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**2041 Weekend Peak - Three Quarter Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	3%				23%															16%	17%	8%
PP	Access		18%																16%							
PP	WB152		12%										6%						10%	6%						
PP	EB152		5%					7%										5%	5%							
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	3				26															15	16	8
PP	Access		20																15							
PP	WB152		13										7						10	6						
PP	EB152		6					8										5	5							
PP	88th		6															5								

**2041 Weekend Peak - Three Quarter Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	397	450	61	60	157	101	185	139	44	0	3	0	32	102	0	0	323	240	182	4	335	260	105	19
PP	Access	307	908	264	19	141	42	0	0	0	0	0	0	0	92	0	0	917	0	0	0	301	0	0	43
PP	WB152	0	596	0	0	141	0	0	0	0	89	0	882	54	92	0	0	894	324	0	0	0	0	0	0
PP	EB152	0	184	0	0	229	0	413	0	89	0	0	0	0	147	43	727	167	0	0	0	0	0	0	0
PP	88th	59	184	7	82	0	236	0	0	0	0	0	0	0	0	0	0	167	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648	674	

2041 - Weekend Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	429	668	144	64	536	341	367	143	380	385	108	23
PP	Access	307	1192	264	19	1244	42	0	0	301	0	0	43
PP	WB152	504	808	0	0	1179	366	0	0	0	490	4	955
PP	EB152	0	833	476	810	858	0	479	4	526	0	0	0
PP	88th	59	461	128	676	472	236	117	20	59	144	0	731

2041 Weekend Full Build

1300			1241
1545	1304	1234	1762
1668	1545	1762	1312
1384	1668	1312	1308
	1384	1308	



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**2041 Weekend Peak Ramp Volumes - Three Quarter Access - Full Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						5%		5%
Count			15						7		7

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%					
Count						14					

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						48%		17%
Count			5						120		43

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						65	54				

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						40%		
Count			15						87		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	25%				
Count						15	46				

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						30%		10%
Count			17						35		12

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	20%				
Count						6	8				

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			20						32		8

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						18	18				

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**2041 Weekend Peak Ramp Volumes - Three Quarter Access - Full Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%			4%			
Count			10						17			4			

106 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%								
Count						4	4								

**Project #6** 132 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						39%			9%			
Count			69						135			31			

132 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	15%								
Count						113	56								

**Project #7** 150 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						26%			14%			
Count			33						86			47			

150 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						25%	15%								
Count						61	36								

**Project #8** 173 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			12%						20%			25%			
Count			60						100			125			

173 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	25%								
Count						71	89								

**TIF North of Creek** 236 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			54												

236 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**2041 Weekend Peak Ramp Volumes - Three Quarter Access - Full Build**

Entering (IN)

Exiting (OUT)

**Mann Farm**

191 6

191 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			116												

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP**

218 6

218 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			25%						19%		6%				
Count			74						56		18				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat**

262 6

262 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						6%						
Count			8						7						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

**2041 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	496	0	0	395	312	0	682	0	295				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		4149	1004	3801	348	911	381	2338	1091	324	364				
			1009			1291	1286			1455	1444				

						375						344			
						366						341			
						366						344			344

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2990	366	2739	251	347	28	1685	295	233	49				

\*2017 Highway Weekend Volumes are Estimates

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**2021 Weekday AM Peak - No Access - Full Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 3

Trip Distribution Column 1  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																			7%	47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																			11	74

Trip Distribution Column 4  
 Trip Distribution Row Start 21

Trip Distribution Column 1  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	56					18													30		197			
PP	Access		56															197							
PP	WB152		7									49						183	14						
PP	EB152		4					3									170	14							
PP	88th		4															14							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2021 Weekday AM Peak - No Access - Full Build**

**Project #2** Trip Distribution Column 4 Trip Distribution Row Start 46 Trip Distribution Column 1 Trip Distribution Row Start 46

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%												48%					5%
PP	Access		45%																	53%					
PP	WB152		12%										33%							43%	10%				
PP	EB152		5%					7%												38%	5%				
PP	88th		5%																	5%					
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3												118					13
PP	Access		37																	131					
PP	WB152		10										27							106	25				
PP	EB152		4					6												94	12				
PP	88th		4																	12					

**Project #3** Trip Distribution Column 4 Trip Distribution Row Start 64 Trip Distribution Column 1 Trip Distribution Row Start 64

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%								13%		6%	1%	40%	
PP	Access		47%																	53%					
PP	WB152		25%										22%							38%	15%				
PP	EB152		10%					15%												28%	10%				
PP	88th		10%																	10%					
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	283	31				50						13							52		23	5	168	
PP	Access		314																	220					
PP	WB152		167										147							157	63				
PP	EB152		67					100												115	42				
PP	88th		67																	42					

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
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**2021 Weekday AM Peak - No Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%									15%						24%	15%						
PP	EB152		5%					15%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4									3						2	1						
PP	EB152		1					3										2	0						
PP	88th		1															0							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%									15%						25%	15%						
PP	EB152		5%					15%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	7	3				4											2		4		5			
PP	Access		10															7							
PP	WB152		5									4						4	3						
PP	EB152		1					4										4	1						
PP	88th		1															1							

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 Trip Generation Turning Movement Assignment

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**2021 Weekday AM Peak - No Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%					22%													25%		50%			
PP	Access		50%																50%						
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5					2													2		3			
PP	Access		5																3						
PP	WB152		2									3							2	1					
PP	EB152		1					2										2	0						
PP	88th		1																0						

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	60%					15%													10%		65%			
PP	Access		60%																65%						
PP	WB152		25%									35%							50%	15%					
PP	EB152		10%					15%										45%	5%						
PP	88th		10%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	108					27													13		86			
PP	Access		108																86						
PP	WB152		45									63							67	20					
PP	EB152		18					27										60	7						
PP	88th		18																7						





190577 Platte Purchase Development  
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**2021 Weekday AM Peak - No Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%										12%	11%				3%	0%	
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33										99	91				25	3	
PP	Access		63															123							
PP	WB152		63															41	82						
PP	EB152		20					43										41							
PP	88th		20															41							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162													92	12	37			

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2021 Weekday AM Peak - No Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	6%				23%															21%	17%	5%
PP	Access		17%															21%								
PP	WB152		12%										5%					11%	10%							
PP	EB152		5%					7%									6%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		2	5	3				10														26	21	7	
PP	Access		7															26								
PP	WB152		5										2					14	13							
PP	EB152		2					3									8	6								
PP	88th		2															6								

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2021 Weekday AM Peak - No Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	460	176	170	73	64	101	52	55	27	0	13	0	33	47	0	0	302	104	73	5	473	251	77	35
PP	Access	0	807	0	0	91	0	0	0	0	0	0	0	0	80	0	0	1025	0	0	0	0	0	0	0
PP	WB152	0	410	0	0	91	0	0	0	0	59	0	398	46	80	0	0	741	284	0	0	0	0	0	0
PP	EB152	0	143	0	0	150	0	267	0	40	0	0	0	0	126	39	594	147	0	0	0	0	0	0	0
PP	88th	54	143	3	28	0	162	0	0	0	0	0	0	0	0	0	0	147	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2021 Week

SBO	SBE	NBO	NBE
1297			967
1297	1297	967	967
1149	1297	967	741
580	1149	741	637
	580	637	

2021 - Weekday AM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	494	260	213	74	401	205	125	61	500	396	91	38
PP	Access	0	967	0	0	1297	0	0	0	0	0	0	0
PP	WB152	212	529	0	0	973	323	0	0	0	176	0	438
PP	EB152	0	451	187	701	448	0	290	0	132	0	0	0
PP	88th	54	316	46	120	298	162	92	12	37	49	0	230

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2021 Weekday AM Peak Ramp Volumes - No Access

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 4

3 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						5%		5%				
Count			8						3		3				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							12%								
Count							18								

**Project #1**

21 4

21 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						38%		17%				
Count			1						34		15				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							32%		30%						
Count							88		82						

**Project #2**

46 4

46 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						33%						
Count			6						27						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							8%		30%						
Count							20		74						

**Project #3**

64 4

64 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						18%		8%				
Count			100						120		53				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		20%						
Count							42		84						

**Project #4**

88 4

88 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%		4%				
Count			3						2		1				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		10%						
Count							1		1						



**2021 Weekday AM Peak Ramp Volumes - No Access**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			43												

191 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						19%		6%				
Count			32						41		13				

218 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							21								

**Fountain Hills 11th Plat** 262 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						5%						
Count			3						2						

262 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Ramp Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	305	0	0	289	348	0	322	0	161				

**2021 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1384	421	1154	230	498	392	2249	450	506	190				
Mvmt			422			890	887			640	613				

112	246	152
112	246	152

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1343	112	1120	223	203	43	2183	124	491	28				

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**2021 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%									32%										
PP	WB152					30%					8%			11%	32%										
PP	EB152					38%				20%					43%	13%									
PP	88th			5%	58%																			12%	55%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8				21	10										
PP	Access					51									31										
PP	WB152					51					13			11	31										
PP	EB152					64				34					43	12									
PP	88th			8	98																			12	55

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%													20%		63%			
PP	Access		67%															63%							
PP	WB152		7%									60%						60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	191					57													34		107			
PP	Access		191															107							
PP	WB152		20									171						102	5						
PP	EB152		14					6									94	9							
PP	88th		14															9							





190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2021 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%										20%					24%	10%						
PP	EB152		5%					10%									19%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35															43			1				
PP	Access		41															43							
PP	WB152		18										24					31	13						
PP	EB152		6					12									24	6							
PP	88th		6															6							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%										20%					25%	10%						
PP	EB152		5%					10%									20%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	20	9				13											8		31		24			
PP	Access		29															31							
PP	WB152		12										16					22	9						
PP	EB152		4					8									18	4							
PP	88th		4															4							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2021 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%					22%													25%		50%			
PP	Access		50%																50%						
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%											30%	5%					
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	98					43													25		50			
PP	Access		98																50						
PP	WB152		39									59							35	15					
PP	EB152		10					29											30	5					
PP	88th		10																5						

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	60%					15%													15%		60%			
PP	Access		60%																60%						
PP	WB152		15%									45%							50%	10%					
PP	EB152		5%					10%											45%	5%					
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	170					42													48		193			
PP	Access		170																193						
PP	WB152		42									127							161	32					
PP	EB152		14					28											145	16					
PP	88th		14																16						



190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2021 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2021 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		4%	10%	6%				21%															17%	18%	6%
PP	Access		15%															17%								
PP	WB152		10%										5%					10%	7%							
PP	EB152		5%					5%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	8				29															14	15	5
PP	Access		20															14								
PP	WB152		13										7					8	6							
PP	EB152		7					6									4	4								
PP	88th		7															4								

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2021 Weekday PM Peak - No Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	556	393	295	93	111	167	126	87	36	0	6	0	31	58	0	0	339	110	147	3	438	259	120	41
PP	Access	0	1245	0	0	148	0	0	0	0	0	0	0	0	89	0	0	1036	0	0	0	0	0	0	0
PP	WB152	0	482	0	0	148	0	0	0	0	82	0	763	49	89	0	0	701	335	0	0	0	0	0	0
PP	EB152	0	168	0	0	229	0	314	0	89	0	0	0	0	138	41	565	136	0	0	0	0	0	0	0
PP	88th	55	168	8	98	0	221	0	0	0	0	0	0	0	0	0	0	136	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2021 - Weekday PM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	587	682	450	96	495	277	273	90	474	357	126	44
PP	Access	0	1720	0	0	1326	0	0	0	0	0	0	0
PP	WB152	287	786	0	0	943	383	0	0	0	350	3	934
PP	EB152	0	649	325	615	678	0	431	1	376	0	0	0
PP	88th	55	499	91	325	508	221	124	17	50	83	0	352

2021 Weekday PM Full Build

	1326			1720
	1326	1326	1720	1720
	1293	1326	1720	1073
	1054	1293	1080	975
		1054	975	

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

2021 Weekday PM Peak Ramp Volumes - No Access

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 5

3 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						4%		4%
Count			34						6		6

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						13%					
Count						12					

**Project #1**

21 5

21 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			1%						43%		17%
Count			3						122		48

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						51	43				

**Project #2**

46 5

46 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						35%		
Count			12						97		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	25%				
Count						16	40				

**Project #3**

64 5

64 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						27%		15%
Count			22						40		22

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	15%				
Count						31	24				

**Project #4**

88 5

88 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			12						19		5

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						13	13				

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

2021 Weekday PM Peak Ramp Volumes - No Access

		Entering (IN)					Exiting (OUT)				
		106 5					106 2				
		EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)					EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Project #5	%		10%						16%		4%
	Count		8						13		3
		132 5					132 2				
		EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)					EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Project #6	%		15%						24%		6%
	Count		29						47		12
		150 5					150 2				
		EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)					EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Project #7	%		10%						26%		19%
	Count		28						74		54
		173 5					173 2				
		EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)					EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Project #8	%		11%						25%		25%
	Count		48						106		106
		236 5					236 2				
		EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)					EB PP EB152 (PP-US169SB) WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
TIF North of Creek	%		10%								
	Count		48								



**2021 Weekday PM Peak Ramp Volumes - No Access**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			93												

191 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						19%		6%				
Count			55						52		17				

218 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat** 262 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						5%						
Count			6						7						

262 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	400	0	0	344	263	0	583	0	273				

**2021 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2988	805	2764	224	654	288	1736	950	291	334				
			807			942	940			1284	1283				

393	324	426
393	325	416

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2900	393	2683	217	301	24	1685	356	282	60				

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 Trip Generation Turning Movement Assignment

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**2021 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				17%	15%										
PP	Access					35%									32%										
PP	WB152					35%					10%			11%	32%										
PP	EB152					45%				10%					43%	10%									
PP	88th			5%	55%																			12%	53%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					37				15				23	21										
PP	Access					52									43										
PP	WB152					52					15			15	43										
PP	EB152					67				15					59	14									
PP	88th			7	82																			17	73

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%									65%						60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	185					25													42		152			
PP	Access		185															152							
PP	WB152		23									163						145	7						
PP	EB152		13					10									133	12							
PP	88th		13															12							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2021 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 46

Trip Distribution Column 3  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		52%					4%											40%				4%		
PP	Access		52%																44%						
PP	WB152		12%									40%							38%	6%					
PP	EB152		5%					7%										33%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		113					8											73				8		
PP	Access		113																82						
PP	WB152		26									87							70	11					
PP	EB152		11					15										61	9						
PP	88th		11																9						

Trip Distribution Column 6  
 Trip Distribution Row Start 64

Trip Distribution Column 3  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%	6%				8%					3%							11%		6%	3%	39%		
PP	Access		55%																50%						
PP	WB152		20%									35%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	57	6				9					3							9		5	2	33		
PP	Access		64																42						
PP	WB152		23									40							30	13					
PP	EB152		6					17										25	4						
PP	88th		6																4						

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2021 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 88

Trip Distribution Column 3  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%																34%			1%			
PP	Access		35%																34%						
PP	WB152		15%									20%							24%	10%					
PP	EB152		5%					10%										19%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60																60			2			
PP	Access		70																60						
PP	WB152		30									40							43	18					
PP	EB152		10					20										34	9						
PP	88th		10																9						

Trip Distribution Column 6  
 Trip Distribution Row Start 106

Trip Distribution Column 3  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%												9%		35%		26%		
PP	Access		35%																35%						
PP	WB152		15%									20%							25%	10%					
PP	EB152		5%					10%										20%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	26	11				17												8		34		25		
PP	Access		37																34						
PP	WB152		16									21							24	10					
PP	EB152		5					10										19	5						
PP	88th		5																5						

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2021 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	70%					12%													15%		67%			
PP	Access		70%																67%						
PP	WB152		22%									48%							47%	20%					
PP	EB152		2%					20%										45%	2%						
PP	88th		2%																2%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	243					42													56		251			
PP	Access		243																251						
PP	WB152		76									166							176	75					
PP	EB152		7					69										169	8						
PP	88th		7																8						

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	55%					15%													15%		55%			
PP	Access		55%																55%						
PP	WB152		15%									40%							45%	10%					
PP	EB152		5%					10%										40%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	183					50													45		166			
PP	Access		183																166						
PP	WB152		50									133							136	30					
PP	EB152		17					33										121	15						
PP	88th		17																15						



190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2021 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2021 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	3%				23%															16%	17%	8%
PP	Access		18%															16%								
PP	WB152		12%										6%					10%	6%							
PP	EB152		5%					7%									5%	5%								
PP	88th		5%														5%									
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	3				26															15	16	8
PP	Access		20															15								
PP	WB152		13										7					10	6							
PP	EB152		6					8									5	5								
PP	88th		6															5								



**2021 Weekend Peak - No Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	704	450	325	79	96	142	185	139	44	0	3	0	32	60	0	0	323	240	182	4	636	260	105	61
PP	Access	0	1479	0	0	141	0	0	0	0	0	0	0	0	92	0	0	1218	0	0	0	0	0	0	0
PP	WB152	0	596	0	0	141	0	0	0	0	89	0	882	54	92	0	0	894	324	0	0	0	0	0	0
PP	EB152	0	184	0	0	229	0	413	0	89	0	0	0	0	147	43	727	167	0	0	0	0	0	0	0
PP	88th	59	184	7	82	0	236	0	0	0	0	0	0	0	0	0	0	167	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648		674

2021 - Weekend Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	736	595	387	81	461	383	367	143	680	352	108	64
PP	Access	0	1713	0	0	1497	0	0	0	0	0	0	0
PP	WB152	388	777	0	0	1142	355	0	0	0	386	3	936
PP	EB152	0	703	364	789	739	0	462	3	413	0	0	0
PP	88th	59	389	97	523	393	236	117	20	59	111	0	561

2021 Weekend Full Build

	1494			1718
	1497	1497	1713	1713
	1528	1497	1713	1165
	1153	1528	1165	1068
		1153	1068	

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 Trip Generation Turning Movement Assignment

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2021 Weekend Peak Ramp Volumes - No Access

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R
%			10%						5%
Count			15						7

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R
%						10%			
Count						14			

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R
%			2%					48%	17%
Count			5					120	43

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R
%						30%	25%		
Count						72	60		

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R
%			7%					40%	
Count			15					87	

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R
%						8%	25%		
Count						15	46		

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R
%			15%					30%	10%
Count			17					35	12

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R
%						15%	20%		
Count						13	17		

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R
%			10%					16%	4%
Count			20					32	8

		EB PP		EB152 (PP-US169SB)		WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R
%						10%	10%		
Count						18	18		

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2021 Weekend Peak Ramp Volumes - No Access

		Entering (IN)								Exiting (OUT)																							
		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)				EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)											
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R												
<b>Project #5</b>		106								6								106								3							
%			10%						16%		4%					10%	10%																
Count			10						17		4					10	10																
<b>Project #6</b>		132								6								132								3							
%			20%						39%		9%					30%	15%																
Count			69						135		31					113	56																
<b>Project #7</b>		150								6								150								3							
%			10%						26%		14%					25%	15%																
Count			33						86		47					76	45																
<b>Project #8</b>		173								6								173								3							
%			12%						20%		25%					20%	25%																
Count			60						100		125					71	89																
<b>TIF North of Creek</b>		236								6								236								3							
%			10%																														
Count			54																														

**2021 Weekend Peak Ramp Volumes - No Access**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			116												

191 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			25%						19%		6%				
Count			74						56		18				

218 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat** 262 6

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						6%						
Count			8						7						

262 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	496	0	0	430	341	0	683	0	294				
						375					344				
			366			372					341				
			366			375					344				344

**2021 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		3080	874	2822	258	787	370	1736	986	240	345				
			879			1157	1153			1331	1322				

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2990	366	2739	251	347	28	1685	295	233	49				

\*2017 Highway Weekend Volumes are Estimates

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**2031 Weekday AM Peak - No Access - Partial Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																		7%		47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																			11	74

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49					15													26		172			
PP	Access		49															172							
PP	WB152		6									43						160	12						
PP	EB152		4					2									148	12							
PP	88th		4															12							

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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 46

Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%										48%				5%			
PP	Access		45%															53%							
PP	WB152		12%										33%					43%	10%						
PP	EB152		5%					7%									38%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3										118				13			
PP	Access		37															131							
PP	WB152		10										27					106	25						
PP	EB152		4					6									94	12							
PP	88th		4															12							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 64

Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%						13%		6%	1%	40%			
PP	Access		47%															53%							
PP	WB152		25%										22%					38%	15%						
PP	EB152		10%					15%									28%	10%							
PP	88th		10%															10%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	106	12				19					5						27		12	3	85			
PP	Access		118															112							
PP	WB152		63										55					80	32						
PP	EB152		25				38										59	21							
PP	88th		25															21							

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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%									15%						24%	15%						
PP	EB152		5%					15%									19%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4									3						2	1						
PP	EB152		1					3									2	0							
PP	88th		1															0							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%									15%						25%	15%						
PP	EB152		5%					15%									20%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	3	1				2											1		2		3			
PP	Access		5															3							
PP	WB152		3									2						2	1						
PP	EB152		1					2									2	0							
PP	88th		1															0							

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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%					22%													25%		50%			
PP	Access		50%																50%						
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5					2													2		3			
PP	Access		5																3						
PP	WB152		2									3							2	1					
PP	EB152		1					2										2	0						
PP	88th		1																0						

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	60%					15%													10%		65%			
PP	Access		60%																65%						
PP	WB152		25%									35%							50%	15%					
PP	EB152		10%					15%										45%	5%						
PP	88th		10%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	68					17													12		76			
PP	Access		68																76						
PP	WB152		28									40							58	17					
PP	EB152		11					17										52	6						
PP	88th		11																6						





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Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%										12%	11%				3%	0%	
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33										99	91				25	3	
PP	Access		63															123							
PP	WB152		63															41	82						
PP	EB152		20					43										41							
PP	88th		20															41							

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162													92	12	37			

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**2031 Weekday AM Peak - No Access - Partial Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	6%				23%															21%	17%	5%
PP	Access		17%															21%								
PP	WB152		12%										5%					11%	10%							
PP	EB152		5%					7%									6%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		2	5	3				10														26	21	7	
PP	Access		7															26								
PP	WB152		5										2					14	13							
PP	EB152		2					3									8	6								
PP	88th		2															6								

**2031 Weekday AM Peak - No Access - Partial Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	232	155	170	73	64	55	52	55	27	0	5	0	33	47	0	0	275	104	54	3	352	251	77	35
PP	Access	0	558	0	0	91	0	0	0	0	0	0	0	0	80	0	0	878	0	0	0	0	0	0	0
PP	WB152	0	284	0	0	91	0	0	0	0	59	0	273	46	80	0	0	630	248	0	0	0	0	0	0
PP	EB152	0	93	0	0	150	0	191	0	40	0	0	0	0	126	39	507	123	0	0	0	0	0	0	0
PP	88th	54	93	3	28	0	162	0	0	0	0	0	0	0	0	0	0	123	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2031 Week

SBO	SBE	NBO	NBE
1149			717
1149	1149	717	717
1038	1149	717	616
557	1038	616	588
	557	588	

2031 - Weekday AM Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	265	238	213	74	374	159	106	58	379	396	82	38
PP	Access	0	717	0	0	1149	0	0	0	0	0	0	0
PP	WB152	212	404	0	0	862	287	0	0	0	176	0	313
PP	EB152	0	401	187	613	425	0	215	0	132	0	0	0
PP	88th	54	266	46	120	274	162	92	12	37	49	0	230

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**2031 Weekday AM Peak Ramp Volumes - No Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 4

3 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						5%		5%				
Count			8						3		3				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							12%								
Count							18								

**Project #1**

21 4

21 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						38%		17%				
Count			1						29		13				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							32%		30%						
Count							76		72						

**Project #2**

46 4

46 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						33%						
Count			6						27						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							8%		30%						
Count							20		74						

**Project #3**

64 4

64 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						18%		8%				
Count			38						45		20				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		20%						
Count							21		43						

**Project #4**

88 4

88 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%		4%				
Count			3						2		1				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		10%						
Count							1		1						

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**2031 Weekday AM Peak Ramp Volumes - No Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Project #5** 106 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%						4%
Count			2						1					1	

106 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%	10%							
Count							1	1							

**Project #6** 132 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						24%						6%
Count			2						3						1

132 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%	15%							
Count							1	1							

**Project #7** 150 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						25%						10%
Count			17						28						11

150 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							30%	15%							
Count							35	17							

**Project #8** 173 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			19%						15%						20%
Count			53						42						56

173 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							20%	30%							
Count							56	84							

**TIF North of Creek** 236 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			23												

236 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**2031 Weekday AM Peak Ramp Volumes - No Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 4

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%								
Count			43								

191 1

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%											
Count											

**SW Corner of 152 & PP** 218 4

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						19%		6%
Count			32						41		13

218 1

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%					
Count						21					

**Fountain Hills 11th Plat** 262 4

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						5%		
Count			3						2		

262 1

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%											
Count											

**Ramp Trip Generation Total**

**2031 Future Growth + Partial Build**

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	230	0	0	251	293	0	224	0	118

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1606	364	1339	267	494	344	2610	373	587	152
Mvmt			347			838	800			524	489

112	246	152
112	246	152

**2019 Volumes**

		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1343	112	1120	223	203	43	2183	124	491	28

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2031 Weekday PM Peak - No Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%								32%											
PP	WB152					30%					8%		11%	32%											
PP	EB152					38%				20%				43%	13%										
PP	88th			5%	58%																		12%		55%
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8			21	10											
PP	Access					51								31											
PP	WB152					51					13		11	31											
PP	EB152					64				34				43	12										
PP	88th			8	98																			12	55

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%													20%		63%			
PP	Access		67%															63%							
PP	WB152		7%									60%						60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	164					49													29		93			
PP	Access		164															93							
PP	WB152		17									147						88	4						
PP	EB152		12					5									81	7							
PP	88th		12															7							



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Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 46

Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											42%				5%		
PP	Access		45%																47%						
PP	WB152		10%									35%							40%	7%					
PP	EB152		5%					5%									35%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		123					10											68				8		
PP	Access		123																76						
PP	WB152		26									97							65	11					
PP	EB152		14					12									57	8							
PP	88th		14															8							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 64

Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49%	5%				8%					4%							11%		5%	1%	36%		
PP	Access		55%																48%						
PP	WB152		20%									35%							38%	10%					
PP	EB152		5%					15%									33%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	33	4				5					2							8		3	1	25		
PP	Access		36																33						
PP	WB152		13									23							26	7					
PP	EB152		3					10									23	3							
PP	88th		3															3							

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**2031 Weekday PM Peak - No Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%																34%			1%			
PP	Access		35%																34%						
PP	WB152		15%									20%							24%	10%					
PP	EB152		5%					10%										19%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35																43			1			
PP	Access		41																43						
PP	WB152		18									24							31	13					
PP	EB152		6					12										24	6						
PP	88th		6																6						

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%												9%		35%		26%		
PP	Access		35%																35%						
PP	WB152		15%									20%							25%	10%					
PP	EB152		5%					10%										20%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	9	4				6												4		14		11		
PP	Access		13																14						
PP	WB152		5									7							10	4					
PP	EB152		2					4										8	2						
PP	88th		2																2						

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**2031 Weekday PM Peak - No Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%					22%													25%		50%			
PP	Access		50%																50%						
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%											30%	5%					
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	98					43													25		50			
PP	Access		98																50						
PP	WB152		39									59							35	15					
PP	EB152		10					29											30	5					
PP	88th		10																5						

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	60%					15%													15%		60%			
PP	Access		60%																60%						
PP	WB152		15%									45%							50%	10%					
PP	EB152		5%					10%											45%	5%					
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	140					35													34		135			
PP	Access		140																135						
PP	WB152		35									105							113	23					
PP	EB152		12					23											101	11					
PP	88th		12																11						



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**2031 Weekday PM Peak - No Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			

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**2031 Weekday PM Peak - No Access - Partial Build**

Trip Distribution Column 5

Trip Distribution Column 2

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		4%	10%	6%				21%															17%	18%	6%
PP	Access		15%															17%								
PP	WB152		10%										5%					10%	7%							
PP	EB152		5%					5%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	8				29															14	15	5
PP	Access		20															14								
PP	WB152		13										7					8	6							
PP	EB152		7					6									4	4								
PP	88th		7															4								

**2031 Weekday PM Peak - No Access - Partial Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	449	384	295	93	111	138	126	87	36	0	2	0	31	58	0	0	324	110	106	2	321	259	120	41
PP	Access	0	1128	0	0	148	0	0	0	0	0	0	0	0	89	0	0	905	0	0	0	0	0	0	0
PP	WB152	0	449	0	0	148	0	0	0	0	82	0	680	49	89	0	0	594	311	0	0	0	0	0	0
PP	EB152	0	158	0	0	229	0	291	0	89	0	0	0	0	138	41	471	123	0	0	0	0	0	0	0
PP	88th	55	158	8	98	0	221	0	0	0	0	0	0	0	0	0	0	123	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2031 - Weekday PM Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	480	673	450	96	480	248	232	89	358	357	123	44
PP	Access	0	1603	0	0	1195	0	0	0	0	0	0	0
PP	WB152	287	753	0	0	836	359	0	0	0	350	3	851
PP	EB152	0	639	325	520	665	0	409	1	376	0	0	0
PP	88th	55	488	91	325	496	221	124	17	50	83	0	352

2031 Weekday PM Partial Build

	1195			1603
	1195	1195	1603	1603
	1186	1195	1603	1040
	1041	1186	1047	964
		1041	964	

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**2031 Weekday PM Peak Ramp Volumes - No Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 5

3 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						4%		4%
Count			34						6		6

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						13%					
Count						12					

**Project #1**

21 5

21 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			1%						43%		17%
Count			2						105		42

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						44	37				

**Project #2**

46 5

46 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						35%		
Count			12						97		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	25%				
Count						16	40				

**Project #3**

64 5

64 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						27%		15%
Count			10						18		10

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	15%				
Count						14	10				

**Project #4**

88 5

88 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			12						19		5

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						13	13				



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**2031 Weekday PM Peak Ramp Volumes - No Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Project #5**

106 5

106 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%				
Count			4						6		1				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%	10%							
Count							4	4							

**Project #6**

132 5

132 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						24%		6%				
Count			29						47		12				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%	15%							
Count							15	15							

**Project #7**

150 5

150 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						26%		19%				
Count			23						61		44				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							30%	15%							
Count							68	34							

**Project #8**

173 5

173 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%						25%		25%				
Count			48						106		106				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							20%	20%							
Count							71	71							

**TIF North of Creek**

236 5

236 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			48												

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**2031 Weekday PM Peak Ramp Volumes - No Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			93												

191 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						19%		6%				
Count			55						52		17				

218 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat** 262 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						5%						
Count			6						7						

262 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	378	0	0	286	225	0	524	0	243				

**2031 Future Growth + Partial Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		3467	848	3207	260	645	254	2014	950	338	314				
			784			899	846			1264	1200				

393	324	426
393	325	416

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2900	393	2683	217	301	24	1685	356	282	60				

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2031 Weekend Peak - No Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH					25%				10%				17%	15%											
PP	Access					35%									32%											
PP	WB152					35%					10%			11%	32%											
PP	EB152					45%				10%					43%	10%										
PP	88th			5%	55%																			12%	53%	
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH					37				15				23	21											
PP	Access					52									43											
PP	WB152					52					15			15	43											
PP	EB152					67				15					59	14										
PP	88th			7	82																			17	73	

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%										65%					60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	163					22													38		136			
PP	Access		163															136							
PP	WB152		20										143					129	6						
PP	EB152		11					9									118	11							
PP	88th		11															11							

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**2031 Weekend Peak - No Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 46

Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		52%					4%											40%				4%			
PP	Access		52%																44%							
PP	WB152		12%										40%						38%	6%						
PP	EB152		5%					7%										33%	5%							
PP	88th		5%																5%							
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		113					8											73				8			
PP	Access		113																82							
PP	WB152		26										87						70	11						
PP	EB152		11					15										61	9							
PP	88th		11																9							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 64

Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH	50%	6%				8%					3%							11%		6%	3%	39%			
PP	Access		55%																50%							
PP	WB152		20%										35%						35%	15%						
PP	EB152		5%					15%										30%	5%							
PP	88th		5%																5%							
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH	20	2				3					1							5		2	1	16			
PP	Access		22																20							
PP	WB152		8										14						14	6						
PP	EB152		2					6										12	2							
PP	88th		2																2							

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**2031 Weekend Peak - No Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%									20%						24%	10%						
PP	EB152		5%					10%										19%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60															60			2				
PP	Access		70															60							
PP	WB152		30									40						43	18						
PP	EB152		10					20										34	9						
PP	88th		10															9							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%									20%						25%	10%						
PP	EB152		5%					10%										20%	5%						
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	5				7											4		15		11			
PP	Access		16															15							
PP	WB152		7									9						11	4						
PP	EB152		2					5										9	2						
PP	88th		2															2							

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Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	70%					12%													15%		67%			
PP	Access		70%																67%						
PP	WB152		22%									48%							47%	20%					
PP	EB152		2%					20%										45%	2%						
PP	88th		2%																2%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	243					42													56		251			
PP	Access		243																251						
PP	WB152		76									166							176	75					
PP	EB152		7					69										169	8						
PP	88th		7																8						

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	55%					15%													15%		55%			
PP	Access		55%																55%						
PP	WB152		15%									40%							45%	10%					
PP	EB152		5%					10%										40%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	146					40													36		133			
PP	Access		146																133						
PP	WB152		40									106							109	24					
PP	EB152		13					27										97	12						
PP	88th		13																12						



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**2031 Weekend Peak - No Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			



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**2031 Weekend Peak - No Access - Partial Build**

Trip Distribution Column 6

Trip Distribution Column 3

**Fountain Hills 11th Plat**

Trip Distribution Row Start 262

Trip Distribution Row Start 262

		IN Distribution Percent												OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	3%				23%															16%	17%	8%
PP	Access		18%																16%							
PP	WB152		12%										6%						10%	6%						
PP	EB152		5%					7%										5%	5%							
PP	88th		5%															5%								
		IN Distributed Volume												OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	3				26															15	16	8
PP	Access		20																15							
PP	WB152		13										7						10	6						
PP	EB152		6					8										5	5							
PP	88th		6															5								

**2031 Weekend Peak - No Access - Partial Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	593	440	325	79	96	114	185	139	44	0	1	0	32	60	0	0	313	240	148	3	556	260	105	61
PP	Access	0	1358	0	0	141	0	0	0	0	0	0	0	0	92	0	0	1128	0	0	0	0	0	0	0
PP	WB152	0	560	0	0	141	0	0	0	0	89	0	798	54	92	0	0	823	306	0	0	0	0	0	0
PP	EB152	0	172	0	0	229	0	388	0	89	0	0	0	0	147	43	665	158	0	0	0	0	0	0	0
PP	88th	59	172	7	82	0	236	0	0	0	0	0	0	0	0	0	0	158	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648	674	

2031 - Weekend Partial Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	626	585	387	81	451	354	332	142	600	352	106	64
PP	Access	0	1592	0	0	1407	0	0	0	0	0	0	0
PP	WB152	388	741	0	0	1070	336	0	0	0	386	3	852
PP	EB152	0	692	364	726	730	0	437	3	413	0	0	0
PP	88th	59	378	97	523	384	236	117	20	59	111	0	561

2031 Weekend Partial Build

	1404			1597
	1407	1407	1592	1592
	1457	1407	1592	1129
	1143	1457	1129	1056
		1143	1056	

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**2031 Weekend Peak Ramp Volumes - No Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						5%		5%
Count			15						7		7

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%					
Count						14					

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						48%		17%
Count			4						106		37

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						65	54				

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						40%		
Count			15						87		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	25%				
Count						15	46				

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						30%		10%
Count			6						12		4

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	20%				
Count						6	8				

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			20						32		8

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						18	18				

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2031 Weekend Peak Ramp Volumes - No Access - Partial Build**

		Entering (IN)					Exiting (OUT)				
		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
<b>Project #5</b>		106					106				
		6					3				
%			10%						16%		4%
Count			5						7		2
									10%	10%	
									4	4	
<b>Project #6</b>		132					132				
		6					3				
%			20%						39%		9%
Count			69						135		31
									30%	15%	
									113	56	
<b>Project #7</b>		150					150				
		6					3				
%			10%						26%		14%
Count			27						69		37
									25%	15%	
									61	36	
<b>Project #8</b>		173					173				
		6					3				
%			12%						20%		25%
Count			60						100		125
									20%	25%	
									71	89	
<b>TIF North of Creek</b>		236					236				
		6					3				
%			10%								
Count			54								

**2031 Weekend Peak Ramp Volumes - No Access - Partial Build**

Entering (IN)

Exiting (OUT)

**Mann Farm**

191 6

191 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			116												

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP**

218 6

218 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			25%						19%		6%				
Count			74						56		18				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat**

262 6

262 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						6%						
Count			8						7						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

**2031 Future Growth + Partial Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	472	0	0	395	312	0	619	0	270				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		3575	910	3275	300	809	345	2015	971	279	329				
			853			1155	1091			1300	1238				

						375						344			
						372						341			
						375						344			344
		366													
		366													

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2990	366	2739	251	347	28	1685	295	233	49				

\*2017 Highway Weekend Volumes are Estimates

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**2041 Weekday AM Peak - No Access - Full Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 3

Trip Distribution Column 1  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				17%	7%										
PP	Access					30%									24%										
PP	WB152					30%					10%			11%	24%										
PP	EB152					40%				15%					35%	12%									
PP	88th			5%	55%																			7%	47%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					10				5				26	12										
PP	Access					15									38										
PP	WB152					15					5			18	38										
PP	EB152					20				8					56	18									
PP	88th			3	28																			11	74

Trip Distribution Column 4  
 Trip Distribution Row Start 21

Trip Distribution Column 1  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	63%					20%													11%		72%			
PP	Access		63%															72%							
PP	WB152		8%									55%						67%	5%						
PP	EB152		5%					3%									62%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	56					18													30		197			
PP	Access		56															197							
PP	WB152		7									49						183	14						
PP	EB152		4					3									170	14							
PP	88th		4															14							

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**2041 Weekday AM Peak - No Access - Full Build**

Trip Distribution Column 4  
 Trip Distribution Row Start 46

Trip Distribution Column 1  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											48%				5%		
PP	Access		45%																53%						
PP	WB152		12%									33%							43%	10%					
PP	EB152		5%					7%										38%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		37					3											118				13		
PP	Access		37																131						
PP	WB152		10									27							106	25					
PP	EB152		4					6										94	12						
PP	88th		4																12						

Trip Distribution Column 4  
 Trip Distribution Row Start 64

Trip Distribution Column 1  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	42%	5%				8%					2%							13%		6%	1%	40%		
PP	Access		47%																53%						
PP	WB152		25%									22%							38%	15%					
PP	EB152		10%					15%										28%	10%						
PP	88th		10%																10%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	283	31				50					13							52		23	5	168		
PP	Access		314																220						
PP	WB152		167									147							157	63					
PP	EB152		67					100										115	42						
PP	88th		67																42						

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**2041 Weekday AM Peak - No Access - Full Build**

**Project #4** Trip Distribution Column 4 Trip Distribution Row Start 88 Trip Distribution Column 1 Trip Distribution Row Start 88

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															39%			1%				
PP	Access		35%															39%							
PP	WB152		20%									15%						24%	15%						
PP	EB152		5%					15%									19%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	1	6															3			0				
PP	Access		7															3							
PP	WB152		4									3						2	1						
PP	EB152		1					3									2	0							
PP	88th		1															0							

**Project #5** Trip Distribution Column 4 Trip Distribution Row Start 106 Trip Distribution Column 1 Trip Distribution Row Start 106

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				14%											10%		25%		30%			
PP	Access		35%															40%							
PP	WB152		20%									15%						25%	15%						
PP	EB152		5%					15%									20%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	7	3				4											2		4		5			
PP	Access		10															7							
PP	WB152		5									4						4	3						
PP	EB152		1					4									4	1							
PP	88th		1															1							



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**2041 Weekday AM Peak - No Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%					22%													25%		50%			
PP	Access		50%																50%						
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%											30%	5%					
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5					2													2		3			
PP	Access		5																3						
PP	WB152		2									3							2	1					
PP	EB152		1					2											2	0					
PP	88th		1																0						

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	60%					15%													10%		65%			
PP	Access		60%																65%						
PP	WB152		25%									35%							50%	15%					
PP	EB152		10%					15%											45%	5%					
PP	88th		10%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	108					27													13		86			
PP	Access		108																86						
PP	WB152		45									63							67	20					
PP	EB152		18					27											60	7					
PP	88th		18																7						



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**2041 Weekday AM Peak - No Access - Full Build**

782 Mann Farm Trip Distribution Column 4 Trip Distribution Column 1  
 Trip Distribution Row Start 191 Trip Distribution Row Start 191

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		16%					9%										12%	11%				3%	0%	
PP	Access		16%															15%							
PP	WB152		16%															5%	10%						
PP	EB152		5%					11%										5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		63					33										99	91				25	3	
PP	Access		63															123							
PP	WB152		63															41	82						
PP	EB152		20					43										41							
PP	88th		20															41							

SW Corner of 152 & PP Trip Distribution Column 4 Trip Distribution Column 1  
 Trip Distribution Row Start 218 Trip Distribution Row Start 218

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				15%					50%	15%									
PP	88th	25%					75%													65%	9%	26%			
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					54				22				7	35										
PP	Access					76									42										
PP	WB152					76					54			28	42										
PP	EB152					130				32					71	21									
PP	88th	54					162													92	12	37			

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**2041 Weekday AM Peak - No Access - Full Build**

Trip Distribution Column 4

Trip Distribution Column 1

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	6%				23%															21%	17%	5%
PP	Access		17%															21%								
PP	WB152		12%										5%					11%	10%							
PP	EB152		5%					7%									6%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		2	5	3				10														26	21	7	
PP	Access		7															26								
PP	WB152		5										2					14	13							
PP	EB152		2					3									8	6								
PP	88th		2															6								

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**2041 Weekday AM Peak - No Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	460	176	170	73	64	101	52	55	27	0	13	0	33	47	0	0	302	104	73	5	473	251	77	35
PP	Access	0	807	0	0	91	0	0	0	0	0	0	0	0	80	0	0	1025	0	0	0	0	0	0	0
PP	WB152	0	410	0	0	91	0	0	0	0	59	0	398	46	80	0	0	741	284	0	0	0	0	0	0
PP	EB152	0	143	0	0	150	0	267	0	40	0	0	0	0	126	39	594	147	0	0	0	0	0	0	0
PP	88th	54	143	3	28	0	162	0	0	0	0	0	0	0	0	0	0	147	0	92	12	37	11	0	74

2019 - Weekday AM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	35	42	1	34	0	0	0	0	141	0	3
PP	Access	0	77	0	0	175	0	0	0	0	0	0	0
PP	WB152	161	38	0	0	137	38	0	0	0	113	0	39
PP	EB152	0	176	143	103	147	0	23	0	89	0	0	0
PP	88th	0	168	42	89	147	0	0	0	0	36	0	151

2019 Weekday AM No Build

SBO	SBE	NBO	NBE
175			77
175	175	77	77
250	175	77	199
236	250	199	319
	236	319	

% Growth

2041 Week

SBO	SBE	NBO	NBE
1359			994
1359	1359	994	994
1238	1359	994	812
665	1238	812	751
	665	751	

2041 - Weekday AM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	494	272	228	74	413	205	125	61	500	446	91	39
PP	Access	0	994	0	0	1359	0	0	0	0	0	0	0
PP	WB152	270	543	0	0	1022	337	0	0	0	216	0	452
PP	EB152	0	514	238	737	501	0	299	0	164	0	0	0
PP	88th	54	376	61	152	350	162	92	12	37	61	0	283

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**2041 Weekday AM Peak Ramp Volumes - No Access - Full Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 4

3 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						5%		5%				
Count			8						3		3				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							12%								
Count							18								

**Project #1**

21 4

21 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						38%		17%				
Count			1						29		13				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							32%		30%						
Count							76		72						

**Project #2**

46 4

46 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						33%						
Count			6						27						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							8%		30%						
Count							20		74						

**Project #3**

64 4

64 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						18%		8%				
Count			38						45		20				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		20%						
Count							21		43						

**Project #4**

88 4

88 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						11%		4%				
Count			3						2		1				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							10%		10%						
Count							1		1						



**2041 Weekday AM Peak Ramp Volumes - No Access - Full Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			11%												
Count			43												

191 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						19%		6%				
Count			32						41		13				

218 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							21								

**Fountain Hills 11th Plat** 262 4

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						5%						
Count			3						2						

262 1

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Ramp Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	230	0	0	251	293	0	224	0	118				

**2041 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1920	465	1601	319	579	409	3120	500	702	201				
Mvmt			462			989	975			701	668				

112	246	152
112	246	152

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		1343	112	1120	223	203	43	2183	124	491	28				



190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2041 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 3

Trip Distribution Column 2  
 Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				5%				22%	10%										
PP	Access					30%									32%										
PP	WB152					30%					8%			11%	32%										
PP	EB152					38%				20%					43%	13%									
PP	88th			5%	58%																			12%	55%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					42				8				21	10										
PP	Access					51									31										
PP	WB152					51					13			11	31										
PP	EB152					64				34					43	12									
PP	88th			8	98																			12	55

Trip Distribution Column 5  
 Trip Distribution Row Start 21

Trip Distribution Column 2  
 Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	67%					20%													20%		63%			
PP	Access		67%															63%							
PP	WB152		7%									60%						60%	3%						
PP	EB152		5%					2%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	191					57													34		107			
PP	Access		191															107							
PP	WB152		20									171						102	5						
PP	EB152		14					6									94	9							
PP	88th		14															9							

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2041 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5  
 Trip Distribution Row Start 46

Trip Distribution Column 2  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		45%					4%											42%				5%		
PP	Access		45%																47%						
PP	WB152		10%									35%							40%	7%					
PP	EB152		5%					5%									35%	5%							
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		123					10											68				8		
PP	Access		123																76						
PP	WB152		26									97							65	11					
PP	EB152		14					12									57	8							
PP	88th		14																8						

Trip Distribution Column 5  
 Trip Distribution Row Start 64

Trip Distribution Column 2  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	49%	5%				8%					4%							11%		5%	1%	36%		
PP	Access		55%																48%						
PP	WB152		20%									35%							38%	10%					
PP	EB152		5%					15%									33%	5%							
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	72	8				12					6							18		8	2	57		
PP	Access		80																74						
PP	WB152		29									51							59	16					
PP	EB152		7					22									51	8							
PP	88th		7																8						

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 Trip Generation Turning Movement Assignment

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**2041 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 88

Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%															34%			1%				
PP	Access		35%															34%							
PP	WB152		15%										20%					24%	10%						
PP	EB152		5%					10%									19%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	6	35															43			1				
PP	Access		41															43							
PP	WB152		18										24					31	13						
PP	EB152		6					12									24	6							
PP	88th		6															6							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 106

Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%											9%		35%		26%			
PP	Access		35%															35%							
PP	WB152		15%										20%					25%	10%						
PP	EB152		5%					10%									20%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	20	9				13											8		31		24			
PP	Access		29															31							
PP	WB152		12										16					22	9						
PP	EB152		4					8									18	4							
PP	88th		4															4							

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**2041 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%					22%													25%		50%			
PP	Access		50%																50%						
PP	WB152		20%									30%							35%	15%					
PP	EB152		5%					15%											30%	5%					
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	98					43													25		50			
PP	Access		98																50						
PP	WB152		39									59							35	15					
PP	EB152		10					29											30	5					
PP	88th		10																5						

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	60%					15%													15%		60%			
PP	Access		60%																60%						
PP	WB152		15%									45%							50%	10%					
PP	EB152		5%					10%											45%	5%					
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	170					42													48		193			
PP	Access		170																193						
PP	WB152		42									127							161	32					
PP	EB152		14					28											145	16					
PP	88th		14																16						



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**2041 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					9%										16%	11%				4%	0%	
PP	Access		15%															20%							
PP	WB152		15%															5%	15%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		140					79										111	76				28	3	
PP	Access		140															139							
PP	WB152		140															35	104						
PP	EB152		47					93										35							
PP	88th		47															35							

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				5%	25%										
PP	Access					35%									30%										
PP	WB152					35%					25%			20%	30%										
PP	EB152					60%				20%					50%	15%									
PP	88th	20%					80%													65%	9%	26%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					69				28				10	48										
PP	Access					97									57										
PP	WB152					97					69			38	57										
PP	EB152					166				55					95	29									
PP	88th	55					221													124	17	50			

190577 Platte Purchase Development  
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**2041 Weekday PM Peak - No Access - Full Build**

Trip Distribution Column 5

Trip Distribution Column 2

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		4%	10%	6%				21%															17%	18%	6%
PP	Access		15%															17%								
PP	WB152		10%										5%					10%	7%							
PP	EB152		5%					5%									5%	5%								
PP	88th		5%															5%								
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	8				29															14	15	5
PP	Access		20															14								
PP	WB152		13										7					8	6							
PP	EB152		7					6									4	4								
PP	88th		7															4								

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2041 Weekday PM Peak - No Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	556	393	295	93	111	167	126	87	36	0	6	0	31	58	0	0	339	110	147	3	438	259	120	41
PP	Access	0	1245	0	0	148	0	0	0	0	0	0	0	0	89	0	0	1036	0	0	0	0	0	0	0
PP	WB152	0	482	0	0	148	0	0	0	0	82	0	763	49	89	0	0	701	335	0	0	0	0	0	0
PP	EB152	0	168	0	0	229	0	314	0	89	0	0	0	0	138	41	565	136	0	0	0	0	0	0	0
PP	88th	55	168	8	98	0	221	0	0	0	0	0	0	0	0	0	0	136	0	124	17	50	12	0	55

2019 - Weekday PM No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	225	150	3	43	0	0	0	0	95	0	3
PP	Access	0	375	0	0	138	0	0	0	0	0	0	0
PP	WB152	231	209	0	0	92	46	0	0	0	260	3	166
PP	EB152	0	333	276	48	304	0	114	1	278	0	0	0
PP	88th	0	321	80	220	362	0	0	0	0	69	0	288

2019 Weekday PM No Build

	SBO	SBE	NBO	NBE
1	138			375
2	138	138	375	375
3	352	138	375	440
4	582	352	447	609
5		582	609	

2041 - Weekday PM Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	587	763	504	97	510	277	273	90	474	391	126	45
PP	Access	0	1854	0	0	1375	0	0	0	0	0	0	0
PP	WB152	370	861	0	0	976	399	0	0	0	443	4	993
PP	EB152	0	768	424	632	787	0	472	1	475	0	0	0
PP	88th	55	613	120	403	638	221	124	17	50	107	0	455

2041 Weekday PM Full Build

	1375			1854
	1375	1375	1854	1854
	1419	1375	1854	1230
	1262	1419	1240	1192
		1262	1192	



190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

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**2041 Weekday PM Peak Ramp Volumes - No Access - Full Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 5

3 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						4%		4%
Count			34						6		6

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						13%					
Count						12					

**Project #1**

21 5

21 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			1%						43%		17%
Count			2						105		42

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						44	37				

**Project #2**

46 5

46 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						35%		
Count			12						97		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	25%				
Count						16	40				

**Project #3**

64 5

64 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						27%		15%
Count			10						18		10

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						20%	15%				
Count						14	10				

**Project #4**

88 5

88 2

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			12						19		5

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						13	13				

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**2041 Weekday PM Peak Ramp Volumes - No Access - Full Build**

		Entering (IN)					Exiting (OUT)				
		EB PP		EB152 (PP-US169SB)			WB152 (US169SB-PP)				
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
<b>Project #5</b>		106					106				
		5					2				
%			10%						16%		4%
Count			4						6		1
									10%	10%	
									4	4	
<b>Project #6</b>		132					132				
		5					2				
%			15%						24%		6%
Count			29						47		12
									15%	15%	
									15	15	
<b>Project #7</b>		150					150				
		5					2				
%			10%						26%		19%
Count			23						61		44
									30%	15%	
									68	34	
<b>Project #8</b>		173					173				
		5					2				
%			11%						25%		25%
Count			48						106		106
									20%	20%	
									71	71	
<b>TIF North of Creek</b>		236					236				
		5					2				
%			10%								
Count			48								

**2041 Weekday PM Peak Ramp Volumes - No Access - Full Build**

Entering (IN)

Exiting (OUT)

**Mann Farm** 191 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			93												

191 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP** 218 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			20%						19%		6%				
Count			55						52		17				

218 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat** 262 5

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			5%						5%						
Count			6						7						

262 2

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	378	0	0	286	225	0	524	0	243				

**2041 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		4024	945	3722	302	761	297	2338	1077	392	356				
			947			1058	1056			1433	1436				

393	324	426
393	325	416

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2900	393	2683	217	301	24	1685	356	282	60				

**2041 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 3

Trip Distribution Row Start 3

**Twin Creeks Apartments**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					25%				10%				17%	15%										
PP	Access					35%									32%										
PP	WB152					35%					10%			11%	32%										
PP	EB152					45%				10%					43%	10%									
PP	88th			5%	55%																			12%	53%
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					37				15				23	21										
PP	Access					52									43										
PP	WB152					52					15			15	43										
PP	EB152					67				15					59	14									
PP	88th			7	82																			17	73

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 21

Trip Distribution Row Start 21

**Project #1**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	74%					10%													18%		63%			
PP	Access		74%															63%							
PP	WB152		9%									65%						60%	3%						
PP	EB152		5%					4%									55%	5%							
PP	88th		5%															5%							
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	185					25													42		152			
PP	Access		185															152							
PP	WB152		23									163						145	7						
PP	EB152		13					10									133	12							
PP	88th		13															12							

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**2041 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 46

Trip Distribution Column 3  
 Trip Distribution Row Start 46

**Project #2**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		52%					4%											40%				4%		
PP	Access		52%																44%						
PP	WB152		12%									40%							38%	6%					
PP	EB152		5%					7%										33%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		113					8											73				8		
PP	Access		113																82						
PP	WB152		26									87							70	11					
PP	EB152		11					15										61	9						
PP	88th		11																9						

Trip Distribution Column 6  
 Trip Distribution Row Start 64

Trip Distribution Column 3  
 Trip Distribution Row Start 64

**Project #3**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	50%	6%				8%					3%							11%		6%	3%	39%		
PP	Access		55%																50%						
PP	WB152		20%									35%							35%	15%					
PP	EB152		5%					15%										30%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	57	6				9					3							9		5	2	33		
PP	Access		64																42						
PP	WB152		23									40							30	13					
PP	EB152		6					17										25	4						
PP	88th		6																4						

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**2041 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6  
 Trip Distribution Row Start 88

Trip Distribution Column 3  
 Trip Distribution Row Start 88

**Project #4**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	5%	30%																34%			1%			
PP	Access		35%																34%						
PP	WB152		15%									20%							24%	10%					
PP	EB152		5%					10%										19%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	11	60																60			2			
PP	Access		70																60						
PP	WB152		30									40							43	18					
PP	EB152		10					20										34	9						
PP	88th		10																9						

Trip Distribution Column 6  
 Trip Distribution Row Start 106

Trip Distribution Column 3  
 Trip Distribution Row Start 106

**Project #5**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	25%	11%				16%												9%		35%		26%		
PP	Access		35%																35%						
PP	WB152		15%									20%							25%	10%					
PP	EB152		5%					10%										20%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	26	11				17												8		34		25		
PP	Access		37																34						
PP	WB152		16									21							24	10					
PP	EB152		5					10										19	5						
PP	88th		5																5						

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Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 132

Trip Distribution Row Start 132

**Project #6**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	70%					12%													15%		67%			
PP	Access		70%																67%						
PP	WB152		22%									48%							47%	20%					
PP	EB152		2%					20%										45%	2%						
PP	88th		2%																2%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	243					42													56		251			
PP	Access		243																251						
PP	WB152		76									166							176	75					
PP	EB152		7					69										169	8						
PP	88th		7																8						

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 150

Trip Distribution Row Start 150

**Project #7**

		IN Distribution Percent												OUT Distribution Percent											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	55%					15%													15%		55%			
PP	Access		55%																55%						
PP	WB152		15%									40%							45%	10%					
PP	EB152		5%					10%										40%	5%						
PP	88th		5%																5%						
		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	183					50													45		166			
PP	Access		183																166						
PP	WB152		50									133							136	30					
PP	EB152		17					33										121	15						
PP	88th		17																15						





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**2041 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 191

Trip Distribution Row Start 191

**Mann Farm**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		15%					10%										10%	16%				2%	0%	
PP	Access		15%															12%							
PP	WB152		15%															5%	7%						
PP	EB152		5%					10%										5%							
PP	88th		5%															5%							
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH		174					116										110	183				27	5	
PP	Access		174															137							
PP	WB152		174															57	80						
PP	EB152		58					116										57							
PP	88th		58															57							

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 218

Trip Distribution Row Start 218

**SW Corner of 152 & PP**

		IN Distribution Percent											OUT Distribution Percent												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					20%				10%				5%	20%										
PP	Access					30%									25%										
PP	WB152					30%					25%			20%	25%										
PP	EB152					55%				25%					45%	15%									
PP	88th	20%					80%													60%	10%	30%			
		IN Distributed Volume											OUT Distributed Volume												
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH					59				30				10	39										
PP	Access					89									49										
PP	WB152					89					74			39	49										
PP	EB152					163				74					88	29									
PP	88th	59					236													117	20	59			

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**2041 Weekend Peak - No Access - Full Build**

Trip Distribution Column 6

Trip Distribution Column 3

Trip Distribution Row Start 262

Trip Distribution Row Start 262

**Fountain Hills 11th Plat**

		IN Distribution Percent											OUT Distribution Percent													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		5%	12%	3%				23%															16%	17%	8%
PP	Access		18%															16%								
PP	WB152		12%										6%					10%	6%							
PP	EB152		5%					7%									5%	5%								
PP	88th		5%														5%									
		IN Distributed Volume											OUT Distributed Volume													
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
PP	FH		6	14	3				26															15	16	8
PP	Access		20															15								
PP	WB152		13										7					10	6							
PP	EB152		6					8									5	5								
PP	88th		6															5								

**2041 Weekend Peak - No Access - Full Build**

Total Trip Generation

		IN Distributed Volume												OUT Distributed Volume											
R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	704	450	325	79	96	142	185	139	44	0	3	0	32	60	0	0	323	240	182	4	636	260	105	61
PP	Access	0	1479	0	0	141	0	0	0	0	0	0	0	0	92	0	0	1218	0	0	0	0	0	0	0
PP	WB152	0	596	0	0	141	0	0	0	0	89	0	882	54	92	0	0	894	324	0	0	0	0	0	0
PP	EB152	0	184	0	0	229	0	413	0	89	0	0	0	0	147	43	727	167	0	0	0	0	0	0	0
PP	88th	59	184	7	82	0	236	0	0	0	0	0	0	0	0	0	0	167	0	117	20	59	17	0	73

2019 - Weekend No Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	0	83	60	3	41	0	0	0	0	90	0	3
PP	Access	0	138	0	0	134	0	0	0	0	0	0	0
PP	WB152	324	86	0	0	104	30	0	0	0	289	3	52
PP	EB152	0	362	312	60	333	0	48	3	315	0	0	0
PP	88th	0	200	87	429	219	0	0	0	0	92	0	474

2019 Weekend No Build

	SBO	SBE	NBO	NBE
1	131			143
2	134	134	138	138
3	393	134	138	410
4	648	393	410	674
5		648	674	

2041 - Weekend Full Build Peak Hour

R1	R2	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PP	FH	736	625	408	82	476	383	367	143	680	385	108	65
PP	Access	0	1762	0	0	1545	0	0	0	0	0	0	0
PP	WB152	504	808	0	0	1179	366	0	0	0	490	4	955
PP	EB152	0	833	476	810	858	0	479	4	526	0	0	0
PP	88th	59	461	128	676	472	236	117	20	59	144	0	731

2041 Weekend Full Build

1541			1769
1545	1545	1762	1762
1668	1545	1762	1312
1384	1668	1312	1308
	1384	1308	

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2041 Weekend Peak Ramp Volumes - No Access - Full Build**

Entering (IN)

Exiting (OUT)

**Twin Creeks Apartments**

3 6

3 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						5%		5%
Count			15						7		7

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%					
Count						14					

**Project #1**

21 6

21 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			2%						48%		17%
Count			5						120		43

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						30%	25%				
Count						65	54				

**Project #2**

46 6

46 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						40%		
Count			15						87		

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						8%	25%				
Count						15	46				

**Project #3**

64 6

64 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			15%						30%		10%
Count			17						35		12

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						15%	20%				
Count						6	8				

**Project #4**

88 6

88 3

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%						16%		4%
Count			20						32		8

		EB PP		EB152 (PP-US169SB)				WB152 (US169SB-PP)			
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%						10%	10%				
Count						18	18				

190577 Platte Purchase Development  
 Trip Generation Turning Movement Assignment

November, 2019  
 Kansas City, MO

**2041 Weekend Peak Ramp Volumes - No Access - Full Build**

		Entering (IN)								Exiting (OUT)																							
		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)				EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)											
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R		
<b>Project #5</b>		106								6								106								3							
%			10%						16%		4%					10%	10%									4	4						
Count			10						17		4					4	4																
<b>Project #6</b>		132								6								132								3							
%			20%						39%		9%					30%	15%									113	56						
Count			69						135		31					113	56																
<b>Project #7</b>		150								6								150								3							
%			10%						26%		14%					25%	15%									61	36						
Count			33						86		47					61	36																
<b>Project #8</b>		173								6								173								3							
%			12%						20%		25%					20%	25%									71	89						
Count			60						100		125					71	89																
<b>TIF North of Creek</b>		236								6								236								3							
%			10%																														
Count			54																														

**2041 Weekend Peak Ramp Volumes - No Access - Full Build**

Entering (IN)

Exiting (OUT)

**Mann Farm**

191 6

191 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			10%												
Count			116												

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**SW Corner of 152 & PP**

218 6

218 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			25%						19%		6%				
Count			74						56		18				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%							15%								
Count							29								

**Fountain Hills 11th Plat**

262 6

262 3

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%			7%						6%						
Count			8						7						

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
%															
Count															

**Trip Generation Total**

**2041 Future Growth + Full Build**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		0	496	0	0	395	312	0	682	0	295				

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		4149	1004	3801	348	911	381	2338	1091	324	364				
			1009			1291	1286			1455	1444				

						375						344			
						366						341			
						366						344			344

**2019 Volumes**

		EB PP				EB152 (PP-US169SB)				WB152 (US169SB-PP)					
		H-H	H-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R	H-H	H-R	R-H	R-R
Count		2990	366	2739	251	347	28	1685	295	233	49				

\*2017 Highway Weekend Volumes are Estimates



A P P E N D I X

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**INTERSECTION VEHICLE TURNING MOVEMENT COUNT WORKSHEET**

INTERSECTION OF : **Platte Purchase Dr.**  
 WITH : **Route 152- EB Ramps**

BEGIN A.M. COUNT: **10:00**      BEGIN A.M. REQ'D HOUR: **12:00**  
 BEGIN OFF COUNT: **0:00**      BEGIN OFF REQ'D HOUR: **0:00**  
 BEGIN P.M. COUNT: **0:00**      BEGIN P.M. REQ'D HOUR: **0:00**

DATE :8/3/2019

Time Period	Northbound : Platte Purchase Dr.			Southbound : Platte Purchase Dr.			Eastbound : Route 152- EB Ramps			Westbound : Route 152- EB Ramps			Total/Trucks
	Left Turn	Through	Right Turn	Left Turn	Through	Right Turn	Left Turn	Through	Right Turn	Left Turn	Through	Right Turn	
10:00 - 10:15	0 / 0	48 / 0	50 / 1	9 / 1	72 / 2	0 / 0	11 / 0	0 / 0	66 / 0	0 / 0	0 / 0	0 / 0	256 / 4
10:15 - 10:30	0 / 0	47 / 0	44 / 0	12 / 0	76 / 1	0 / 0	12 / 0	0 / 0	65 / 0	0 / 0	0 / 0	0 / 0	256 / 1
10:30 - 10:45	0 / 0	69 / 0	67 / 1	6 / 0	84 / 1	0 / 0	5 / 0	1 / 0	68 / 0	0 / 0	0 / 0	0 / 0	300 / 2
10:45 - 11:00	0 / 0	77 / 1	58 / 0	11 / 0	101 / 4	0 / 0	11 / 0	1 / 0	71 / 0	0 / 0	0 / 0	0 / 0	330 / 5 1142
11:00 - 11:15	0 / 0	72 / 0	73 / 1	26 / 1	86 / 1	0 / 0	16 / 0	0 / 0	64 / 1	0 / 0	0 / 0	0 / 0	337 / 4 1223
11:15 - 11:30	0 / 0	78 / 1	60 / 1	15 / 1	94 / 2	0 / 0	10 / 0	0 / 0	95 / 1	0 / 0	0 / 0	0 / 0	352 / 6 1319
11:30 - 11:45	0 / 0	84 / 1	65 / 2	13 / 2	77 / 0	0 / 0	16 / 1	0 / 0	78 / 4	0 / 0	0 / 0	0 / 0	333 / 10 1352
11:45 - 12:00	0 / 0	83 / 0	85 / 1	15 / 0	88 / 2	0 / 0	10 / 0	2 / 1	85 / 0	0 / 0	0 / 0	0 / 0	368 / 4 1390
12:00 - 12:15	0 / 0	86 / 0	75 / 0	14 / 0	73 / 0	0 / 0	16 / 1	1 / 0	79 / 0	0 / 0	0 / 0	0 / 0	344 / 1 1397
12:15 - 12:30	0 / 0	104 / 0	72 / 0	15 / 0	81 / 0	0 / 0	10 / 0	0 / 0	67 / 0	0 / 0	0 / 0	0 / 0	349 / 0 1394
12:30 - 12:45	0 / 0	74 / 1	80 / 0	15 / 1	94 / 0	0 / 0	9 / 0	2 / 0	91 / 0	0 / 0	0 / 0	0 / 0	365 / 2 1426
12:45 - 13:00	0 / 0	98 / 0	85 / 0	16 / 0	85 / 0	0 / 0	13 / 0	0 / 0	78 / 0	0 / 0	0 / 0	0 / 0	375 / 0 1433
13:00 - 13:15	0 / 0	76 / 2	81 / 1	13 / 0	94 / 1	0 / 0	14 / 0	0 / 0	71 / 0	0 / 0	0 / 0	0 / 0	349 / 4 1438
13:15 - 13:30	0 / 0	105 / 0	82 / 0	17 / 0	77 / 4	0 / 0	9 / 0	0 / 0	89 / 0	0 / 0	0 / 0	0 / 0	379 / 4 1468
13:30 - 13:45	0 / 0	87 / 2	72 / 1	11 / 1	72 / 0	0 / 0	13 / 0	0 / 0	82 / 2	0 / 0	0 / 0	0 / 0	337 / 6 1440
13:45 - 14:00	0 / 0	89 / 1	78 / 1	11 / 0	86 / 1	0 / 0	9 / 1	0 / 0	87 / 2	0 / 0	0 / 0	0 / 0	360 / 6 1425
Subtotal	0 / 0	1277 / 9	1127 / 10	219 / 7	1340 / 19	0 / 0	184 / 3	7 / 1	1236 / 10	0 / 0	0 / 0	0 / 0	
<b>PEAK HOUR:</b>													
12:30 - 13:30	0 / 0	353 / 3	328 / 1	61 / 1	350 / 5	0 / 0	45 / 0	2 / 0	329 / 0	0 / 0	0 / 0	0 / 0	
<b>REQUESTED HOUR:</b>													
12:00 - 13:00	0 / 0	362 / 1	312 / 0	60 / 1	333 / 0	0 / 0	48 / 1	3 / 0	315 / 0	0 / 0	0 / 0	0 / 0	

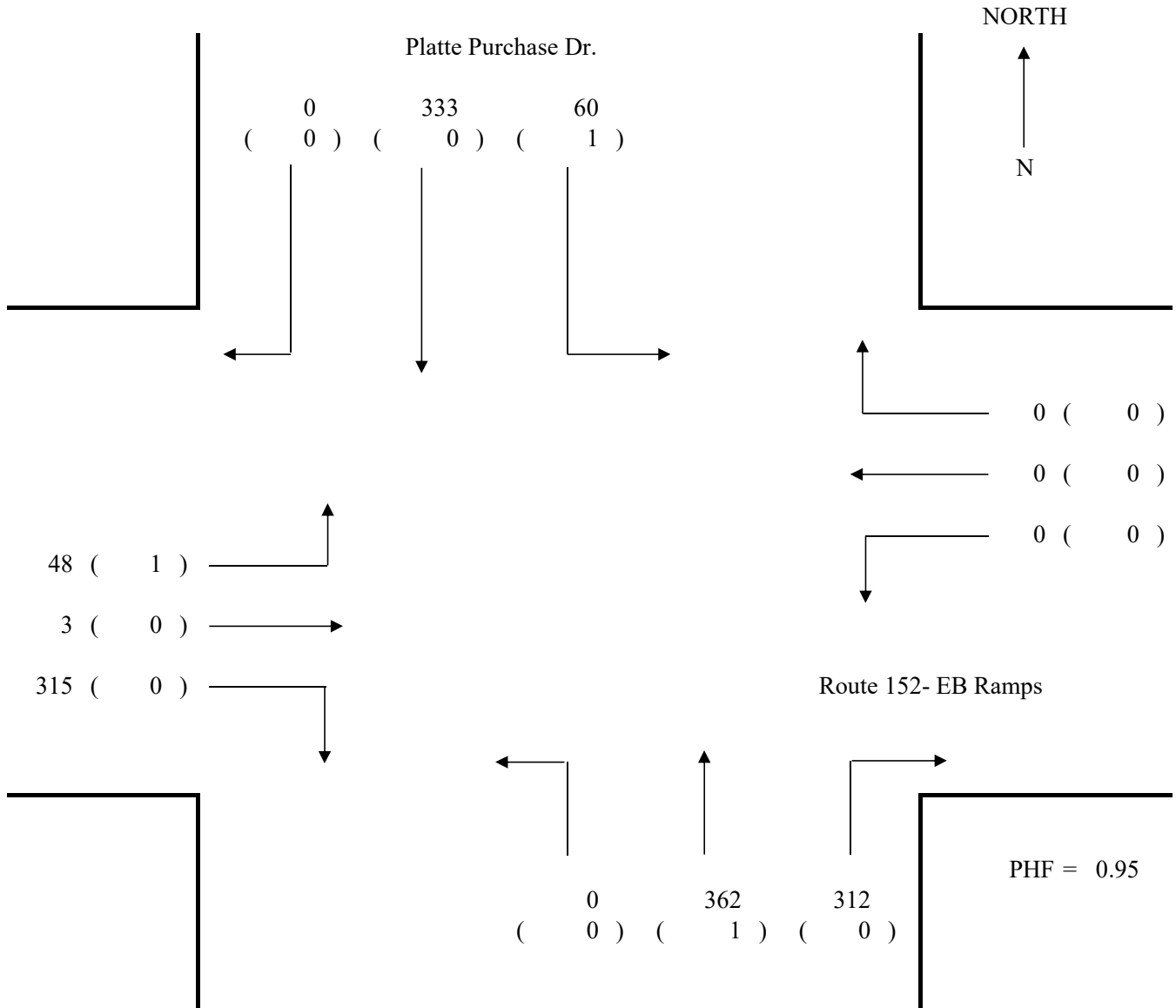


EXISTING TRAFFIC VOLUMES

A.M. REQUEST HOUR  
( 12:00 - 13:00 )

Platte Purchase Dr.  
and  
Route 152- EB Ramps

Legend  
0 ( 0 )  
Total (Trucks)

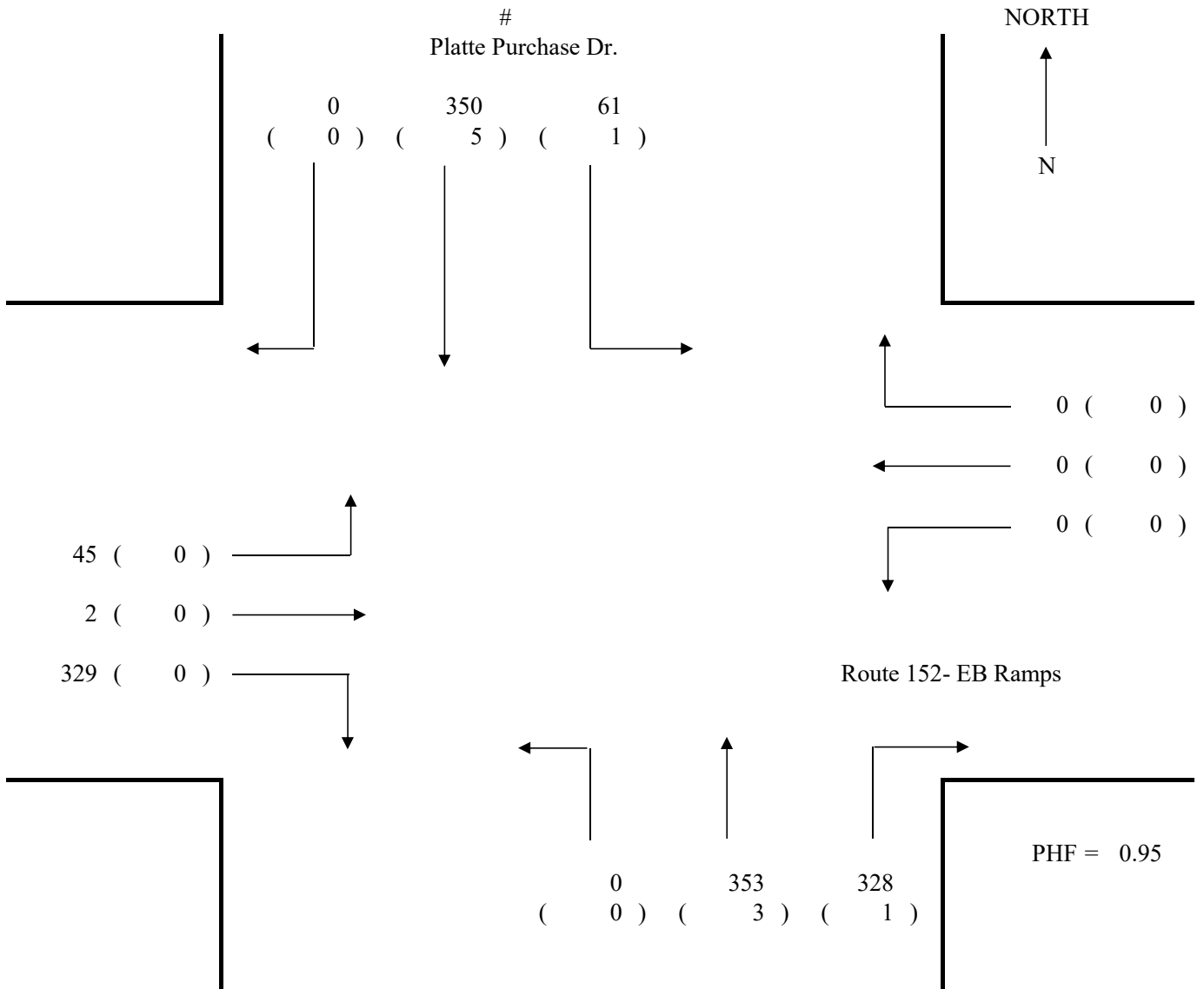


EXISTING TRAFFIC VOLUMES

A.M. PEAK HOUR  
( 12:30 - 13:30 )

Platte Purchase Dr.  
and  
Route 152- EB Ramps

Legend  
0 ( 0 )  
Total (Trucks)



**INTERSECTION VEHICLE TURNING MOVEMENT COUNT WORKSHEET**

INTERSECTION OF : **Platte Purchase Dr.**  
 WITH : **Route 152- WB Ramps**

BEGIN A.M. COUNT: **10:00**      BEGIN A.M. REQ'D HOUR: **12:30**  
 BEGIN OFF COUNT: **0:00**      BEGIN OFF REQ'D HOUR: **0:00**  
 BEGIN P.M. COUNT: **0:00**      BEGIN P.M. REQ'D HOUR: **0:00**

DATE : 8/3/2019

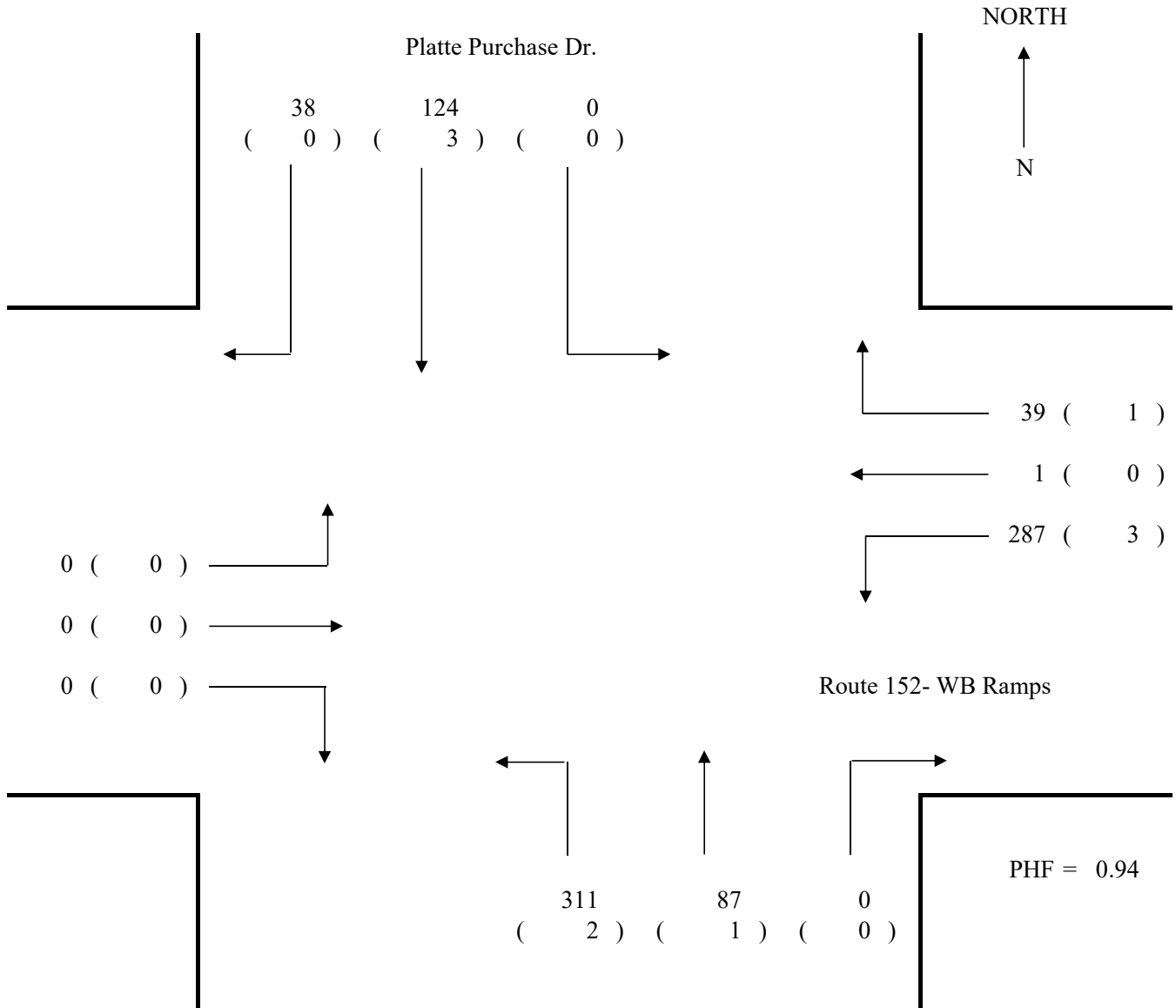
Time Period	Northbound : Platte Purchase Dr.			Southbound : Platte Purchase Dr.			Eastbound : Route 152- WB Ramps			Westbound : Route 152- WB Ramps			Total/Trucks
	Left Turn	Through	Right Turn	Left Turn	Through	Right Turn	Left Turn	Through	Right Turn	Left Turn	Through	Right Turn	
10:00 - 10:15	44 / 0	15 / 0	0 / 0	0 / 0	21 / 0	12 / 0	0 / 0	0 / 0	0 / 0	60 / 3	0 / 0	7 / 0	159 / 3
10:15 - 10:30	42 / 0	17 / 0	0 / 0	0 / 0	25 / 1	13 / 0	0 / 0	0 / 0	0 / 0	63 / 0	0 / 0	11 / 1	171 / 2
10:30 - 10:45	52 / 0	22 / 0	0 / 0	0 / 0	22 / 0	8 / 0	0 / 0	0 / 0	0 / 0	68 / 1	0 / 0	14 / 0	186 / 1
10:45 - 11:00	64 / 1	24 / 0	0 / 0	0 / 0	28 / 2	20 / 0	0 / 0	0 / 0	0 / 0	84 / 2	0 / 0	14 / 1	234 / 6
11:00 - 11:15	61 / 0	27 / 0	0 / 0	0 / 0	35 / 2	13 / 0	0 / 0	0 / 0	0 / 0	77 / 0	1 / 0	7 / 0	221 / 2
11:15 - 11:30	66 / 1	22 / 0	0 / 0	0 / 0	36 / 2	9 / 0	0 / 0	0 / 0	0 / 0	73 / 1	0 / 0	13 / 0	219 / 4
11:30 - 11:45	76 / 1	24 / 1	0 / 0	0 / 0	23 / 2	9 / 0	0 / 0	0 / 0	0 / 0	66 / 0	1 / 0	11 / 0	210 / 4
11:45 - 12:00	67 / 0	26 / 0	0 / 0	0 / 0	26 / 1	12 / 0	0 / 0	0 / 0	0 / 0	77 / 1	0 / 0	11 / 0	219 / 2
12:00 - 12:15	69 / 0	33 / 1	0 / 0	0 / 0	24 / 0	13 / 0	0 / 0	0 / 0	0 / 0	63 / 0	2 / 0	19 / 1	223 / 2
12:15 - 12:30	94 / 0	20 / 0	0 / 0	0 / 0	27 / 0	5 / 0	0 / 0	0 / 0	0 / 0	69 / 0	0 / 0	13 / 0	228 / 0
12:30 - 12:45	70 / 1	13 / 0	0 / 0	0 / 0	25 / 1	8 / 0	0 / 0	0 / 0	0 / 0	84 / 0	1 / 0	7 / 0	208 / 2
12:45 - 13:00	91 / 0	20 / 0	0 / 0	0 / 0	33 / 0	4 / 0	0 / 0	0 / 0	0 / 0	68 / 0	0 / 0	13 / 0	229 / 0
13:00 - 13:15	63 / 1	27 / 1	0 / 0	0 / 0	31 / 1	8 / 0	0 / 0	0 / 0	0 / 0	76 / 0	0 / 0	10 / 0	215 / 3
13:15 - 13:30	87 / 0	27 / 0	0 / 0	0 / 0	35 / 1	18 / 0	0 / 0	0 / 0	0 / 0	59 / 3	0 / 0	9 / 1	235 / 5
13:30 - 13:45	64 / 1	36 / 1	0 / 0	0 / 0	23 / 1	8 / 0	0 / 0	0 / 0	0 / 0	60 / 0	0 / 0	6 / 0	197 / 3
13:45 - 14:00	61 / 1	37 / 1	0 / 0	0 / 0	30 / 1	7 / 0	0 / 0	0 / 0	0 / 0	67 / 0	0 / 0	6 / 0	208 / 3
Subtotal	1071 / 7	390 / 5	0 / 0	0 / 0	444 / 15	167 / 0	0 / 0	0 / 0	0 / 0	1114 / 11	5 / 0	171 / 4	
<b>PEAK HOUR:</b>													
12:00 - 13:00	324 / 1	86 / 1	0 / 0	0 / 0	109 / 1	30 / 0	0 / 0	0 / 0	0 / 0	284 / 0	3 / 0	52 / 1	
<b>REQUESTED HOUR:</b>													
12:30 - 13:30	311 / 2	87 / 1	0 / 0	0 / 0	124 / 3	38 / 0	0 / 0	0 / 0	0 / 0	287 / 3	1 / 0	39 / 1	

EXISTING TRAFFIC VOLUMES

A.M. REQUEST HOUR  
( 12:30 - 13:30 )

Platte Purchase Dr.  
and  
Route 152- WB Ramps

Legend  
0 ( 0 )  
Total (Trucks)

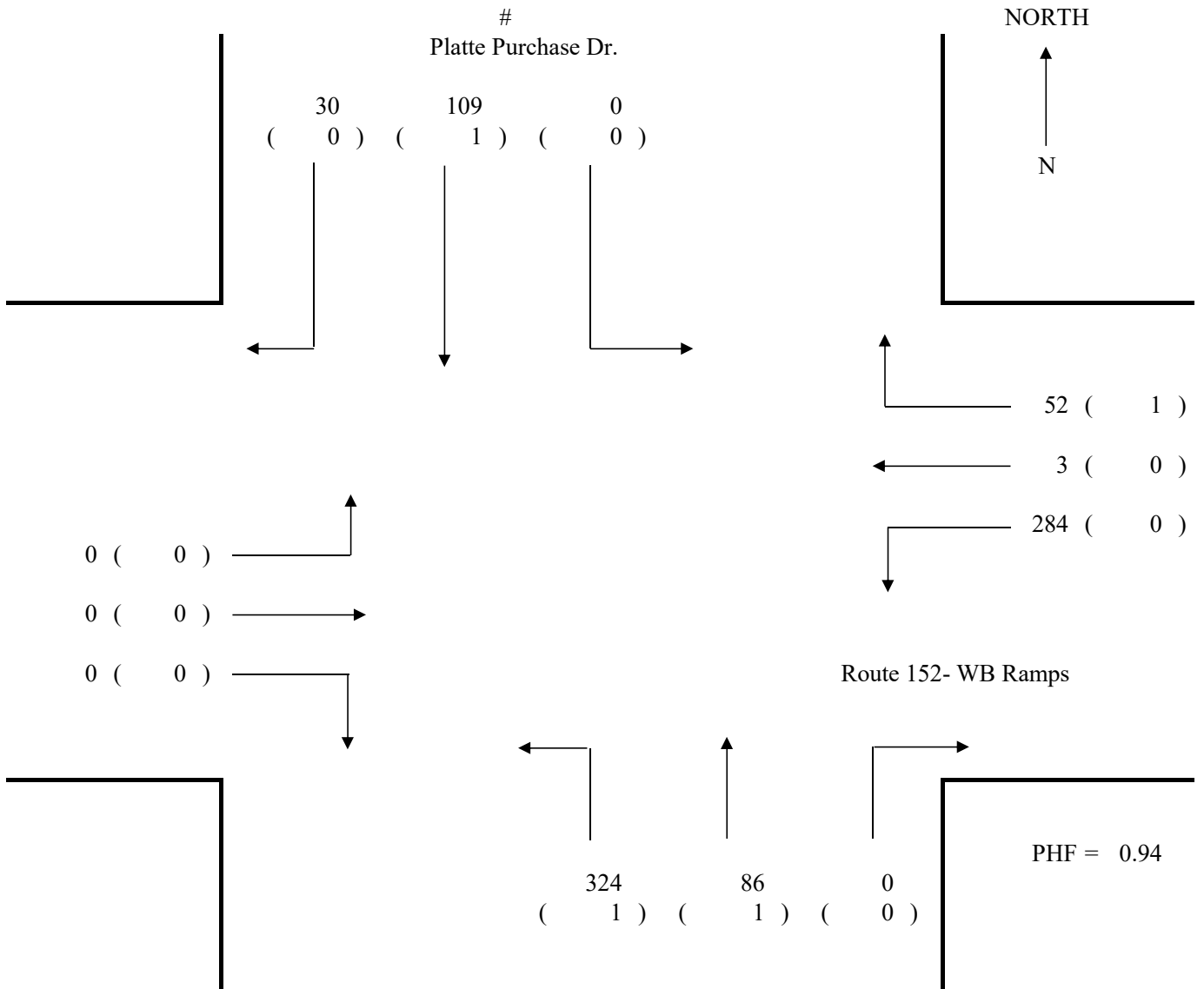


EXISTING TRAFFIC VOLUMES

A.M. PEAK HOUR  
( 12:00 - 13:00 )

Platte Purchase Dr.  
and  
Route 152- WB Ramps

Legend  
0 ( 0 )  
Total (Trucks)



190577 Platte Purchase Interchange  
MODOT TMS Hourly Weekday Data

December, 2019  
Kansas City, MO

TMS ID	083-000473-4	083-001575-4	024-001373-4	024-010330-4	024-011248-3	024-001374-4	024-009655-1	024-001419-4
name	WB MO-152 W/O Line Creek Pkwy	WB on-ramp (PI Pu)	WB off-ramp (PI Pu)	SB US-169 to WB MO-152	WB MO-152 to SB US-169	NB US-169 to WB MO-152	WB MO-152 to NB US-169	WB MO-152 W/O Maplewoods Pkwy
2008	1,894							
2010		231	113	299	909	186	91	
AM 2011	2,428							2,279
2014	1,499	241	162	510	761	192	100	2,617
2017		233	246	519	714	141	113	2,993
2008	1,403							
2010		211	244	264	406	346	174	
PM 2011	2,074							1,899
2014	1,811	176	297	335	388	290	198	2,126
2017		187	416	342	468	289	231	2,451
TMS ID	083-000473-2	083-002011-3	024-001372-2	024-011117-3	024-010234-2	024-011116-1	024-009656-2	024-001419-2
name	EB MO-152 E/O Green Hills Rd	EB off-ramp (PI Pu)	EB on-ramp (PI Pu)	EB MO-152 to SB US-169	SB US-169 to EB MO-152	EB MO-152 to NB US-169	NB US-169 to EB MO-152	EB MO-152 W/O Maplewoods Pkwy
2008	1,067							
2010		122	205	229	109	143	333	
AM 2011	1,300							1,306
2014	1,455	133	265	223	129	164	272	1,525
2017		124	259	266	179	195	350	1,919
2008	2,205							
2010		297	214	305	119	445	811	
PM 2011	2,718							2,561
2014	3,293	252	247	285	126	534	748	3,075
2017		303	235	337	147	680	776	3,588

