

# Pacific Proving Grounds North Mesa, Arizona

## Master Traffic Impact Analysis Seventh Revision

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**Prepared for:**  
HARVARD INVESTMENTS

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## **Table of Contents**

|   |    |
|---|----|
| Executive Summary .....                             | 1  |
| <i>Introduction</i> .....                           | 1  |
| <i>Results</i> .....                                | 1  |
| <i>Recommendations with PPGN</i> .....              | 1  |
| Introduction .....                                  | 5  |
| Scope of Study .....                                | 5  |
| Proposed Development and Surrounding Land Use ..... | 6  |
| Existing Traffic Counts .....                       | 11 |
| Future Traffic Volumes .....                        | 18 |
| Proposed Site – Trip Generation .....               | 24 |
| Proposed Site – Trip Distribution .....             | 27 |
| Level-of-Service Analysis with PPGN .....           | 39 |
| Turn Lane Analysis with PPGN .....                  | 48 |
| Conclusions and Recommendations with PPGN .....     | 50 |

## **List of Figures**

|  |    |
|--|----|
| Figure 1: Recommended Through Lane Number .....  | 3  |
| Figure 2: Recommended Lane Configuration and Turn Lane Lengths .....                     | 4  |
| Figure 3: Pacific Proving Grounds North Location .....                                   | 5  |
| Figure 4: Local Vicinity Map .....   | 6  |
| Figure 5: Conceptual Plan .....  | 7  |
| Figure 6: Development Unit 2 – Phase 1 Site Plan .....                                   | 8  |
| Figure 7: Study Intersections .....  | 10 |
| Figure 8: Traffic Count Locations .....  | 11 |
| Figure 9: Existing 2011 Traffic Counts – Total Day .....                                 | 12 |
| Figure 10: Existing 2011 Traffic Counts – Directional Day .....                          | 13 |
| Figure 11: Existing 2011 Traffic Counts – Directional AM Peak Hour .....                 | 14 |
| Figure 12: Existing 2011 Traffic Count – AM Peak Hour Time .....                         | 15 |
| Figure 13: Existing 2011 Traffic Counts – Directional PM Peak Hour .....                 | 16 |
| Figure 14: Existing 2011 Traffic Count - PM Peak Hour Time .....                         | 17 |
| Figure 15: 2030 Traffic Volumes without MPG or PPGN (DMJM) .....                         | 19 |
| Figure 16: 2030 Traffic Volumes with MPG without PPGN (DMJM) .....                       | 20 |
| Figure 17: Signal Butte Road 2030 Traffic Volumes without MPG and PPGN (EPS Group) ..... | 21 |
| Figure 18: 2020 Traffic Volumes with MPG without PPGN .....                              | 23 |
| Figure 19: PPGN Traffic Volumes – AM Peak Hour .....                                     | 28 |
| Figure 20: PPGN Traffic Volumes (Inset) – AM Peak Hour .....                             | 29 |
| Figure 21: PPGN Traffic Volumes – PM Peak Hour .....                                     | 30 |
| Figure 22: PPGN Traffic Volumes (Inset) – PM Peak Hour .....                             | 31 |
| Figure 23: 2020 with PPGN Traffic Volumes – AM Peak Hour .....                           | 32 |
| Figure 24: 2020 with PPGN Traffic Volumes (Inset) – AM Peak Hour .....                   | 33 |
| Figure 25: 2020 with PPGN Traffic Volumes – PM Peak Hour .....                           | 34 |
| Figure 26: 2020 with PPGN Traffic Volumes (Inset) – PM Peak Hour .....                   | 35 |
| Figure 27: PPGN Traffic Volumes – Day .....  | 36 |
| Figure 28: Ambient 2020 Traffic Volumes – Day .....                                      | 37 |
| Figure 29: 2020 with PPGN Traffic Volumes – Day .....                                    | 38 |
| Figure 30: Level-of-Service Criteria for Intersections .....                             | 39 |
| Figure 31: 2020 with PPGN Level-of-Service – AM Peak Hour .....                          | 41 |
| Figure 32: 2020 with PPGN Level-of-Service (Inset) – AM Peak Hour .....                  | 42 |
| Figure 33: 2020 with PPGN Level-of-Service – PM Peak Hour .....                          | 43 |
| Figure 34: 2020 with PPGN Level-of-Service (Inset) – PM Peak Hour .....                  | 44 |

|  |    |
|--|----|
| Figure 35: Ellsworth / Primary Access Lane Configurations.....       | 46 |
| Figure 36: Crismon / Secondary Access Lane Configurations .....      | 46 |
| Figure 37: Roadway Network Spacing Diagram.....                      | 47 |
| Figure 38: Left-Turn Ingress Diagram.....                            | 49 |
| Figure 39: Recommended Through Lane Number .....                     | 51 |
| Figure 40: Recommended Lane Configuration and Turn Lane Lengths..... | 52 |

### ***List of Tables***

|   |    |
|---|----|
| Table 1: Potential Land Uses and Sizes by Development Unit .....        | 9  |
| Table 2: Analyzed Land Uses and Sizes by Development Unit.....          | 9  |
| Table 3: Anticipated Traffic Volume Increase 2011 to 2030 .....         | 22 |
| Table 4: Anticipated 2020 Traffic Volume at Study Intersections .....   | 22 |
| Table 5: Trip Generation Comparison for Land Use Codes 210 to 270 ..... | 24 |
| Table 6: PPGN Dwelling Units by Development Unit .....                  | 25 |
| Table 7: PPGN Residential Trip Generation .....                         | 25 |
| Table 8: PPGN Retail Trip Generation .....                              | 26 |
| Table 9: PPGN Office Trip Generation .....                              | 26 |
| Table 10: PPGN Total Trip Generation.....                               | 27 |
| Table 11: Level-of-Service Criteria for Intersections.....              | 40 |
| Table 12: Turn Lane Length Determination .....                          | 48 |

### ***List of Appendices***

|   |   |
|---|---|
| 2011 Segment Traffic Counts .....   | A |
| Pertinent Excerpts of Mesa Proving Grounds, Master Transportation Plan, AECOM, September 2008 ..... | B |
| Pertinent Excerpts of Mesa Gateway, Transportation Analysis Memorandum, HDR, January 2009 .....     | C |
| Pertinent Excerpts of Maricopa County, Signal Butte Corridor Study, EPS Group, December 2009.....   | D |
| Trip Generation.....  | E |
| Level-of-Service.....   | F |

## **Executive Summary**

### **Introduction**

Harvard Investments is planning a residential and commercial development, identified as Pacific Proving Grounds North (PPGN), in east Mesa. The property is located approximately four (4) miles south of US-60, one mile east of the north-south portion of SR-202, and immediately north of the proposed SR-24.

This revised report updates the previous *Pacific Proving Grounds North Master Traffic Impact Analysis – Sixth Revision*, dated February 2012. Changes to this report include a reduction in the single-family residential density in DU2 – Phase 1. The reduced density results in a net reduction of 591 dwelling units. Therefore, a total 2,909 single-family residential dwelling units are included in the updated analysis.

During the preparation of the various traffic analyses for proposed developments in the vicinity of the proposed PPGN, the intersection of Ellsworth Road and Ray Road has changed substantially. Both the Master Transportation Plan prepared for Mesa Proving Grounds in September 2008 and the Transportation Analysis Memorandum prepared for the City of Mesa in January 2009, assumed a typical four-approach intersection for Ellsworth Road and Ray Road. These two (2) documents and their projected traffic volumes provided the basis for this analysis – specifically the ambient traffic volumes without the proposed PPGN. Therefore the intersection analyses at the Ellsworth / Ray intersection in this document assume a typical four-approach intersection. The current concept for the Ellsworth Road intersection consists of two (2) four-approach intersections in close proximity. The street diagrams in this report – except those portraying previous analyses and those depicting current analyses results – reflect the two-Ellsworth-Ray intersection concept.

The development will provide retail and office uses. To remain conservative, this analysis assumes only retail uses.

### **Results**

The proposed development is anticipated to generate the following weekday and Saturday traffic volumes.

| Time Period        | Weekday |       |       | Saturday |        |
|--------------------|---------|-------|-------|----------|--------|
|                    | Day     | AM    | PM    | Day      | Peak   |
| <b>Residential</b> | 23,155  | 2,306 | 2,292 | 22,303   | 1,868  |
| <b>Retail</b>      | 69,981  | 1,602 | 6,476 | 89,438   | 8,542  |
| <b>Office</b>      | 0       | 0     | 0     | 0        | 0      |
| <b>Total</b>       | 93,136  | 3,908 | 8,768 | 111,741  | 10,410 |

### **Recommendations with PPGN**

**Figure 1** indicates the recommended through lane number of the primary streets internal and adjacent to Pacific Proving Grounds North. Traffic volumes and recommended roadway classifications are based upon maximum build-out potential for Pacific Proving Grounds North. Therefore, the roadway classifications, lane numbers, and lane configurations are conservatively large.

The street classifications are:

- Ellsworth Road.....6-lane Arterial with Raised Median
- Ray Road.....6-lane Arterial with Raised Median
- Williams Field Road.....6-lane Arterial with Raised Median
- Crismon Road.....4-lane Arterial with Raised Median (except at Williams Field)
- Internal primary street.....2-lane Collector (except at Ellsworth and at Crismon)

The number of lanes on Crismon Road varies by location and should provide two or three through-lanes-per-direction as shown on **Figure 1**. At its intersection with Williams Field Road, this street should provide three (3) northbound and southbound through lanes. The three (3) through lanes should narrow to two (2) through lanes per direction north of the primary development street and south to the property line.

The number of lanes on the primary development street varies by location and should provide one or two through-lanes-per-direction as shown on **Figure 1**. At its intersection with Ellsworth Road, this street should provide two (2) westbound approach left-turn lanes, one westbound approach right-turn lane, and two (2) eastbound departure lanes. At its intersection with Crismon Road, this street should provide separate eastbound left-turn and shared through / right-turn lanes. Also, this street should provide two (2) westbound departure lanes to accommodate the two (2) northbound left-turn lanes. The two (2) westbound lanes should narrow from two (2) lanes to one lane per direction approximately 600 feet west of Crismon Road.