



City of Flagstaff
Community Development
Substantive Review Comments

Substantive Traffic: Traffic, David Lemcke 01/12/2026

1. Per the submitted traffic statement, it has been determined that a left turn lane is warranted for the site based on projected site traffic and existing trips already utilizing the driveway. A left turn lane for EB Route 66 is required to be constructed, must be designed per ADOT TGP 430, and must be shown on future submittals. An updated traffic statement with existing counts is not required with the resubmittal. Route 66 is classified as a minor arterial, and the City's cross section for this classification includes left turn lanes. In addition, from an operational and safety standpoint, rezoning the property to Heavy Industrial for use as a concrete batch plant makes this a critical location for a left-turn lane due to the construction operations, the heavy vehicles proposed to use the driveway, and overall safety considerations.

**TRAFFIC STUDY REPORT
FOR
WINSLOW READY MIX
COCONINO COUNTY, ARIZONA
APNs 113-07-003S**

**Date:
September 11th , 2025**

**Owner:
Re Asset Management LLC
PO Box 30326
Flagstaff, Az 86003**

Ryan Mahar



Prepared by:



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Traffic Study Report
APNs 113-07-003S

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APPENDICES

- A. Calculations: Trip Generation
- B. Institute of Transportation Engineers Trip Generation Manual, 12th Edition
(Land Use: 180 Specialty Trade Contractor) Average Employee Vehicle Trip
Ends: Weekday
- C. Institute of Transportation Engineers Trip Generation Manual, 12th Edition
(Land Use: 180 Specialty Trade Contractor) Average Employee Vehicle Trip
Ends: Weekday, A.M. Peak Hour Generator
- D. Institute of Transportation Engineers Trip Generation Manual, 12th Edition
(Land Use: 180 Specialty Trade Contractor) Average Employee Vehicle Trip
Ends: Weekday, P.M. Peak Hour Generator



3. INTRODUCTION

The Winslow Ready Mix is a proposed concrete ready-mix facility located inside the City of Flagstaff, at parcel number 113-07-003S (Coconino County Records). The physical address of this parcel is 6500 E. Route 66, Flagstaff, AZ. The project is located East of Flagstaff, approximately 1.0 mile east of the intersection of Highways RTE 66 and S Mall Way.

The proposed project will consist of a concrete ready-mix facility with 10 employees and 80 commercial truck trips.

4. TRIP GENERATION

The average daily traffic volumes, including A.M. and P.M. peak hour trips, generated by the proposed project have been estimated using trip rates provided by the *Institute of Transportation Engineers Trip Generation Manual, Twelfth Edition (ITE)*. ITE Land Use Code 180: Specialty Trade Contractor was used for the development in determining the trips generated by this project.

Per the ITE, the proposed ready mix concrete facility will produce 44 average daily employee trips with an AM peak of 7 and a PM peak of 9. The trucks will produce 80 average daily trips, with 40 trips by concrete trucks and 40 trips by raw material trucks. Truck trips will have an AM peak of 10 and a PM peak of 10. This will generate 124 average daily vehicle trip ends. The peak hour trip ends is estimated to be 19. The trip generation hand calculations are included in Appendix 'A.' The charts and regression equations in their original format can be found in Appendices 'B'-'D.'

Due to the number of peak-hour vehicle trip ends for the ready mix concrete facility of 19 not exceeding 100 trip ends per hour, a TIA is not warranted per Section 1: B of the City of Flagstaff Transportation Impact Analysis Manual.

5. REFERENCES

Institute of Transportation Engineers Trip Generation Manual, 12th Edition

City of Flagstaff, Transportation Impact Analysis Manual, 2017

CALCULATIONS: TRIP GENERATION

Institute of Transportation Engineers Trip Generation Manual, 12th Edition - Land Use: 180 Specialty Trade Contractor

Average Employee Vehicle Trip Ends: Weekday (10 Units)

$$T = 2.17(X) + 22.67$$

$$X = 10 \text{ Employees}$$

$$T = 2.17(10) + 22.67$$

$$\mathbf{T = 44.37}$$

Average Employee Vehicle Trip Ends: Weekday, A.M. Peak Hour Generator (10 Units)

$$T = \text{Avg.} * X$$

$$X = 10 \text{ Employees}$$

$$T = 0.73 * 10$$

$$\mathbf{T = 7.3}$$

Average Employee Vehicle Trip Ends: Weekday, P.M. Peak Hour Generator (10 Units)

$$T = 0.51(X) + 4.63$$

$$X = 10 \text{ Employees}$$

$$T = 0.51(10) + 4.63$$

$$\mathbf{T = 9.73}$$

Average Truck Vehicle Trip Ends: Weekday (20 Units)

$$40 \text{ loads per Day} = 80 \text{ trips in } 8\text{-hour Day}$$

$$\mathbf{T = 80}$$

Average Truck Vehicle Trip Ends: Weekday, A.M. Peak Hour Generator (20 Units)

$$40 \text{ loads per Day} = 80 \text{ trips in } 8\text{-hour Day}$$

$$\text{PHF} = 40/8$$

$$\mathbf{T = 10}$$

Average Truck Vehicle Trip Ends: Weekday, P.M. Peak Hour Generator (20 Units)

$$40 \text{ loads per Day} = 80 \text{ trips in } 8\text{-hour Day}$$

$$\text{PHF} = 80/8 = 5$$

$$\mathbf{T = 10}$$

Specialty Trade Contractor (180)

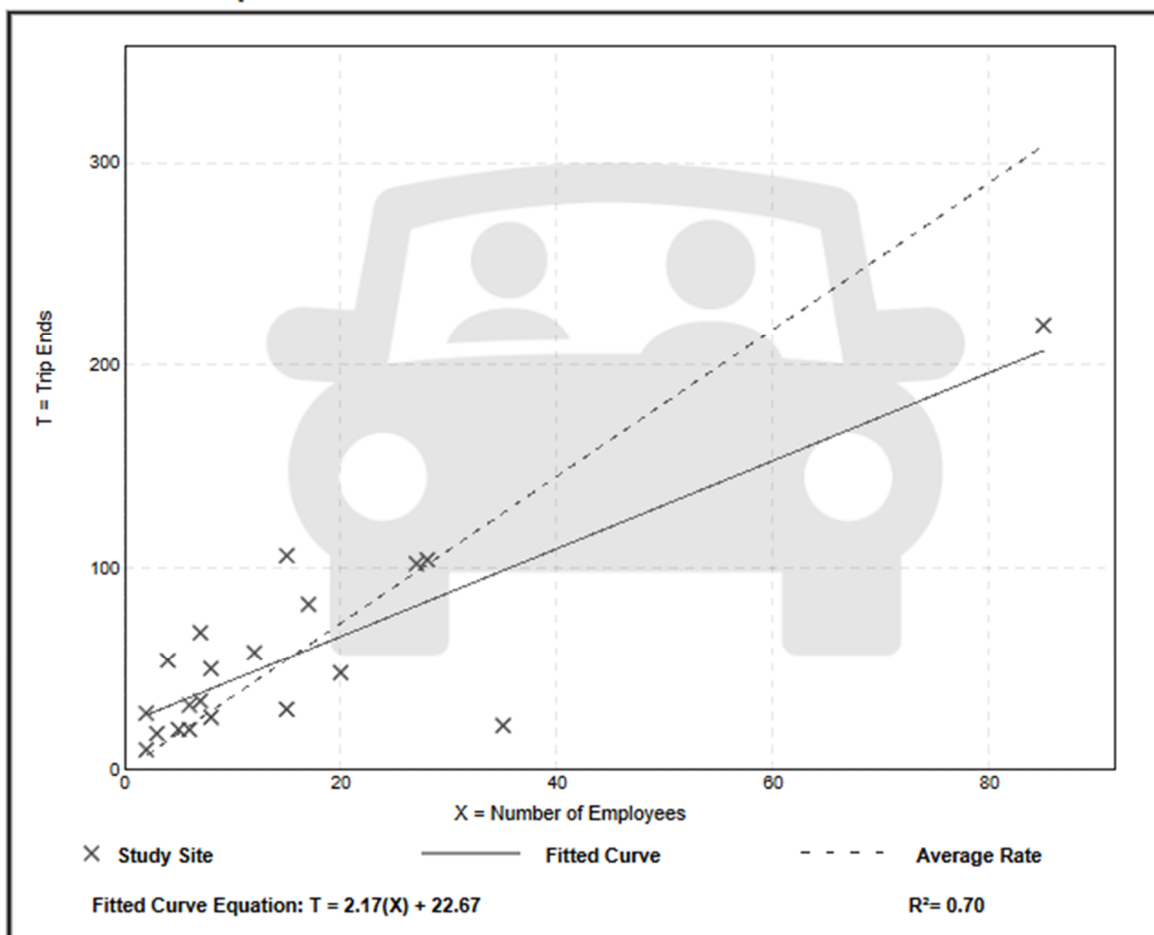
Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. Num. of Employees: 16
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.63	0.63 - 14.00	2.37

Data Plot and Equation



Specialty Trade Contractor (180)

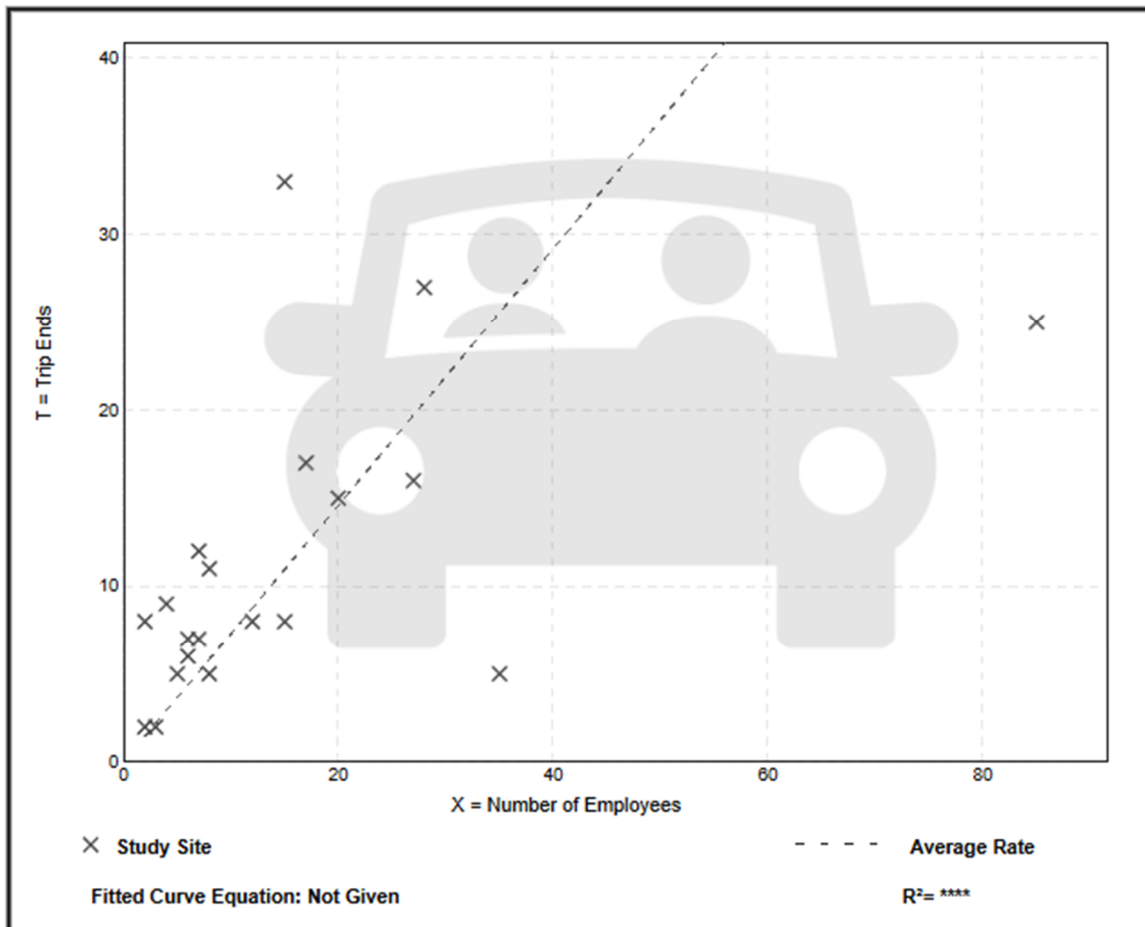
Vehicle Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 20
 Avg. Num. of Employees: 16
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.73	0.14 - 4.00	0.60

Data Plot and Equation



Specialty Trade Contractor (180)

Vehicle Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 20
 Avg. Num. of Employees: 16
 Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.80	0.09 - 2.50	0.47

Data Plot and Equation

