Thunder Valley PUD

Traffic Impact Study

J&T Consulting, Inc.

Weld County, Colorado

April 23, 2018

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Thunder Valley PUD

Traffic Impact Study

1.0 Introduction

The Thunder Valley PUD is proposed as a residential development with 13 single family dwelling units. It will be west of WCR 21 between WCR 10 and WCR 10.5. The vicinity map is contained in Figure 1 and the site plan is contained in Figure 2.

The study has been prepared based on the Weld County traffic impact study requirements[1].

2.0 Project Description

2.1 Existing and Proposed Streets and Intersections

Two accesses are proposed from WCR 21 to the development. The road is classified as a local road by Weld County[2]. It has a rural cross section with one lane in each direction.

2.2 Study Assumptions

The following assumptions were utilized for this study.

- **Short Term Horizon.** The study assumes that the development will be completed and fully occupied by Year 2023, therefore, the short term horizon is Year 2023.
- **Long Term Horizon.** The long term horizon is assumed to be Year 2038 which is 20 years in the future.
- **Growth in Background Traffic.** An annual growth rate for WCR 21 was developed based on existing and projected volumes that are contained in Appendix A of the County's transportation plan[3].
- **Saturation Flow Rate.** The saturation flow rate was assumed to be 1,600 passenger cars / hour / lane.
- **Peak Hour Factor.** The peak hour factor for all scenarios was assumed to be 0.85 on all approaches.
- **Truck Percentage.** Based on the data collected, the truck percentage was assumed to be 22% on WCR 21. 2% trucks was assumed on the site accesses.

3.0 Existing Traffic Volumes

Daily volume data were collected by All Traffic Data on Thursday April 5, 2018. The existing and projected daily volumes are summarized in Table 1 while the existing

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1 Weld County Engineering and Construction Criteria. Weld County. April 2012.

2 Weld County Functional Classification Map. Weld County Public Works. May 31, 2017.

3 Weld County 2035 Transportation Plan. Weld County Public Works Department. May 9, 2011.

peak hour volumes are summarized in Figures 3 and 4. The traffic count data are contained in Appendix A.

4.0 Site Generated Traffic Volumes

4.1 Trip Generation

In order to estimate the traffic impacts associated with the development of the Thunder Valley PUD, the amount of traffic generated by the proposed development was estimated using trip generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation manual[4]. The trip generation estimate is contained in Table 2.

4.2 Trip Distribution and Assignment

The trip distribution for the development was based on the existing traffic volumes and is contained in Figure 5. The trip assignment for the morning and evening peak hours is contained in Figures 6 and 7.

5.0 Total Traffic Volumes

The total traffic volumes were developed by combining the background traffic volumes with the trip assignment. The following figures contain the total traffic volume scenarios.

- Figures 8 and 9 contain the Year 2023 total traffic volume scenarios. These volumes were developed by inflating the existing traffic volumes to the Year 2023 level and adding the trip assignment that is contained in Figures 6 and 7.
- Figures 10 and 11 contain the Year 2038 total traffic volume scenarios. These volumes were developed by inflating the existing traffic volumes to the Year 2038 level and adding the trip assignment that is contained in Figures 6 and 7.

5.1 Level of Service Analysis

To evaluate the performance of the intersections within the study area, the level of service (LOS) was calculated using PTV VISTRO software. This software package utilizes criteria described in the Highway Capacity Manual[5]. LOS is a measure used to describe operational conditions at an intersection. LOS categories ranging from A to F are assigned based on the predicted delay in seconds per vehicle for the intersection as a whole, as well as for individual turning movements. LOS A indicates very good operations, and LOS F indicates poor, congested operations. Acceptable intersection operation in rural areas is typically considered LOS C or better.

The projected operation of the intersections is summarized in Table 3. In all total traffic volume scenarios, both intersections are projected to operate at LOS A. The level of service for stop controlled intersections is based on the lowest letter grade for the side street movements. The laneage and traffic control assumed in the analysis are contained in Figure 12.

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4 Trip Generation, 10th Edition. Institute of Transportation Engineers. September 2017.

5 Highway Capacity Manual, 6th Edition. Transportation Research Board. 2016.

Results of the analysis are summarized in Table 3 and the VISTRO analysis results are contained in Appendix B.

6.0 Auxiliary Lanes

STS reviewed the need for auxiliary lanes at the site access intersections. The evaluation was based on criteria that are contained in Section 6.6 of the Weld County Engineering and Construction Criteria. Weld County has the following thresholds for the construction of auxiliary lanes on arterial and collector roadways.

- **Left Turn Deceleration Lane.** A left turn deceleration lane is required when peak hour volumes exceed 10 vehicles per hour.
- **Right Turn Deceleration Lane.** A right turn deceleration lane is required when peak hour volumes exceed 25 vehicles per hour.
- **Right Turn Acceleration Lane.** A right turn acceleration lane is required when peak hour volumes exceed 50 vehicles per hour. A second criterion is that the right turning traffic would be turning into a single lane.

No auxiliary lanes will be required based on the County standards.

7.0 Conclusions

STS has reached the following conclusions based on the analysis performed in this report.

- **Level of Service at the Site Access.** The site accesses are expected to operate at LOS A during all of the total traffic volume scenarios.
- **Side Street Stop Control.** The development will not warrant signalization of the site accesses, therefore, they will be stop controlled.
- **Side Street Laneage.** A single outbound lane was assumed in the analysis and will be sufficient based on the results of the analysis.

Tables

Table 1 – Existing and Projected Daily Volumes
Table 2 – Intersection Operational Summary
Table 3 – Trip Generation Estimate

Table 1. Existing and Projected Daily Traffic Volumes

Link	Year 2017	Development	Year 2023 Background	Year 2023 Total	Year 2038 Background	Year 2038 Total
WCR 21 North of North Site Access	368	55	490	550	1,120	1,180
WCR 21 South of South Site Access	368	68	490	560	1,110	1,180
North Site Access	0	58	0	58	0	58
South Site Access	0	65	0	65	0	65

Note

1. Daily volumes collected for the study are highlighted in yellow. All other volumes in the table are estimated.

Table 2. Trip Generation Estimate

Land Use	ITE Code [1]	Size	Unit	Average Daily Trips				Morning Peak Hour Trips				Evening Peak Hour Trips			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Single-Family Detached Housing	210	13	Dwelling Unit	9.44	123	61	61	0.74	10	2	7	0.99	13	8	5
Total	---	---	---	---	123	61	61	---	10	2	7	---	13	8	5

Notes:

1. The trip generation estimate is based on rates contained in Trip Generation, 10th Edition (Institute of Transportation Engineers, September 2017).

Table 3. Intersection Operational Summary

Stop Controlled Intersections	Year 2023 Total				Year 2038 Total			
	Morning		Evening		Morning		Evening	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
WCR 21 / North Site Access								
Northbound Left Turn	7.24	A	7.25	A	7.28	A	7.29	A
Eastbound Left Turn plus Right Turn	8.57	A	8.66	A	8.75	A	8.97	A
WCR 21 / South Site Access								
Northbound Left Turn	7.24	A	7.25	A	7.28	A	7.28	A
Eastbound Left Turn plus Right Turn	8.45	A	8.49	A	8.56	A	8.62	A

Figures

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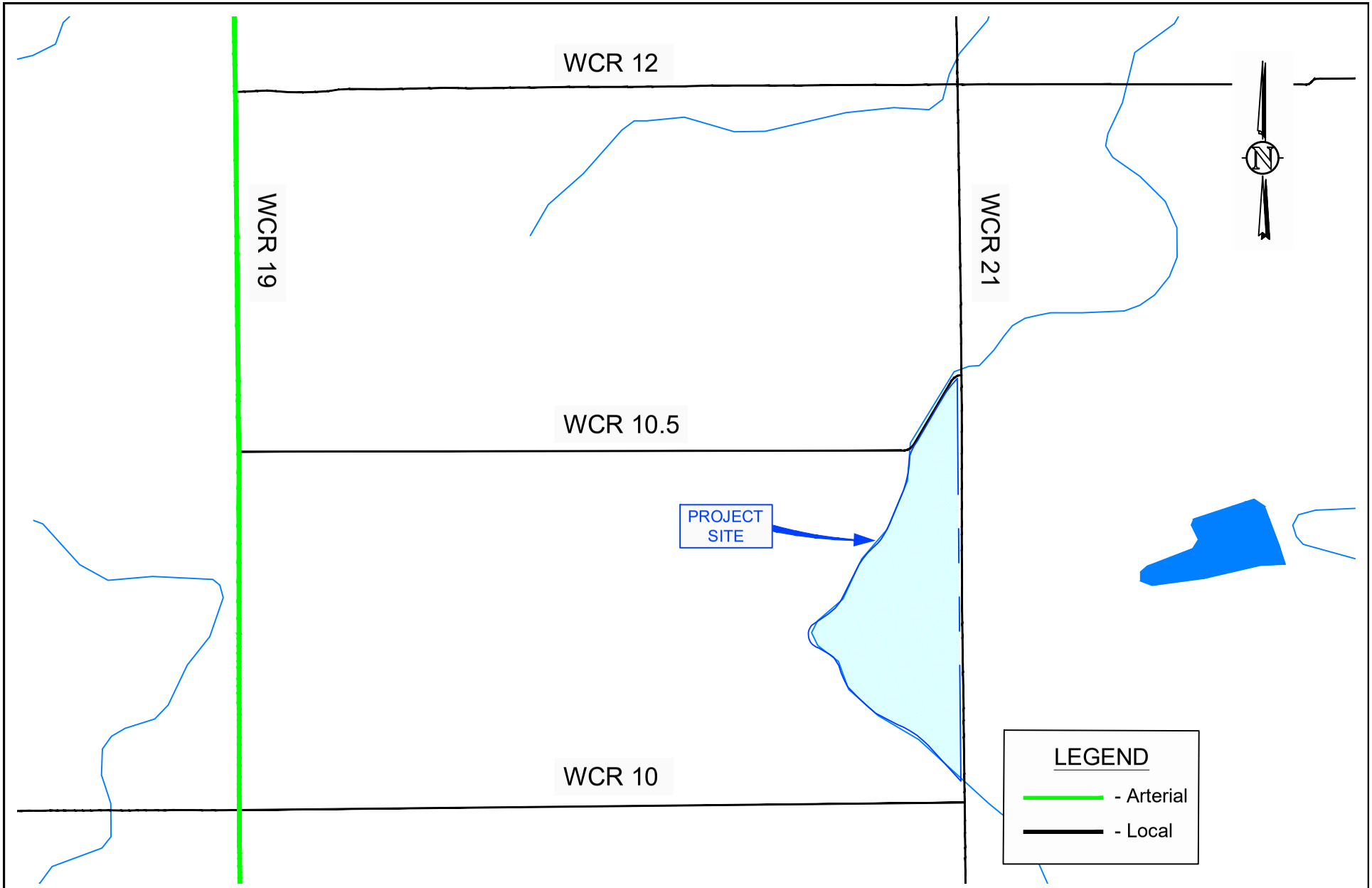
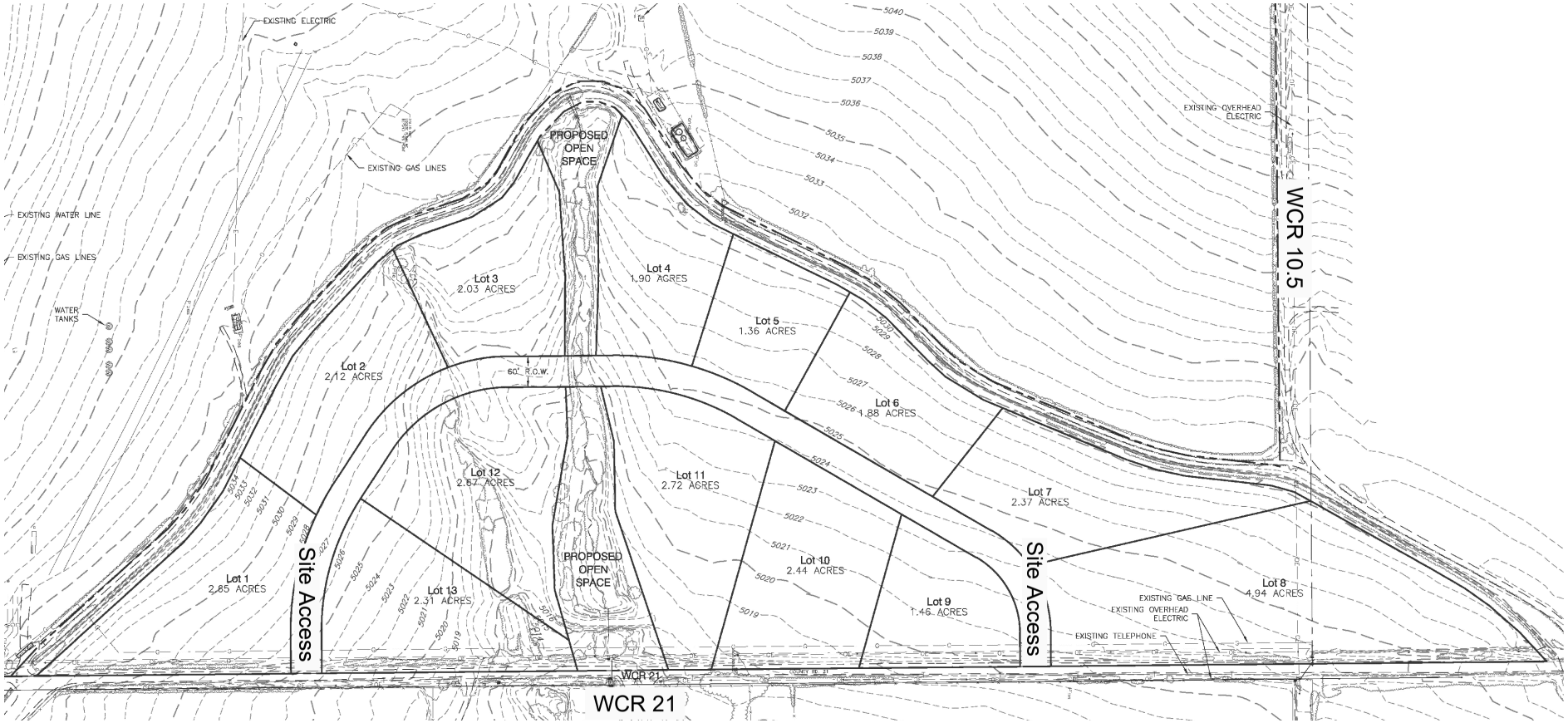
Figure 9 – Year 2023 Total Traffic Volumes – Evening Peak Hour
Figure 10 – Year 2038 Total Traffic Volumes - Morning Peak Hour
Figure 11 – Year 2038 Total Traffic Volumes – Evening Peak Hour
Figure 12 – Laneage and Traffic Control – Future



Thunder Valley PUD Traffic Impact Study
VICINITY MAP

Scale	1" = 1,000'	Date	April 23, 2018	Drawn by	JBH	Job #	J&T Consulting, Inc.	Figure	1



Thunder Valley PUD Traffic Impact Study
SITE PLAN

Scale	NTS	Date	April 23, 2018	Drawn by	JBH	Job #	J&T Consulting, Inc.	Figure	2

Figure 3: Existing Traffic Volumes - Morning Peak Hour

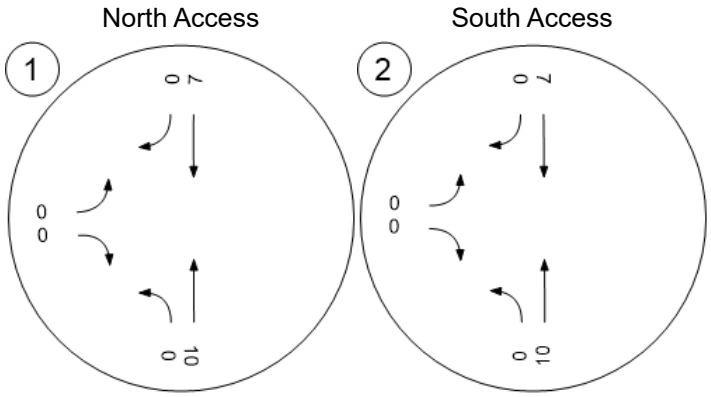
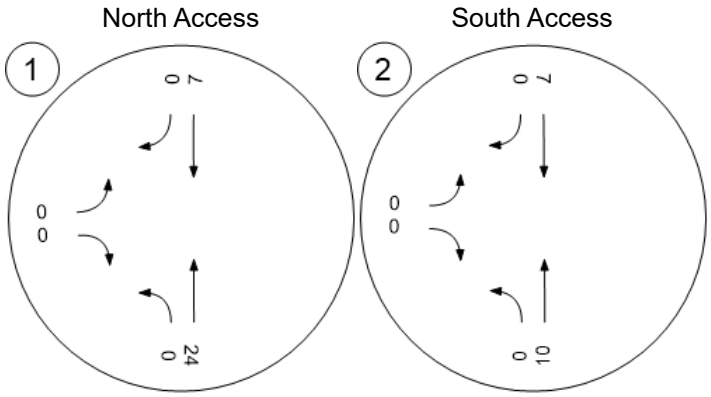
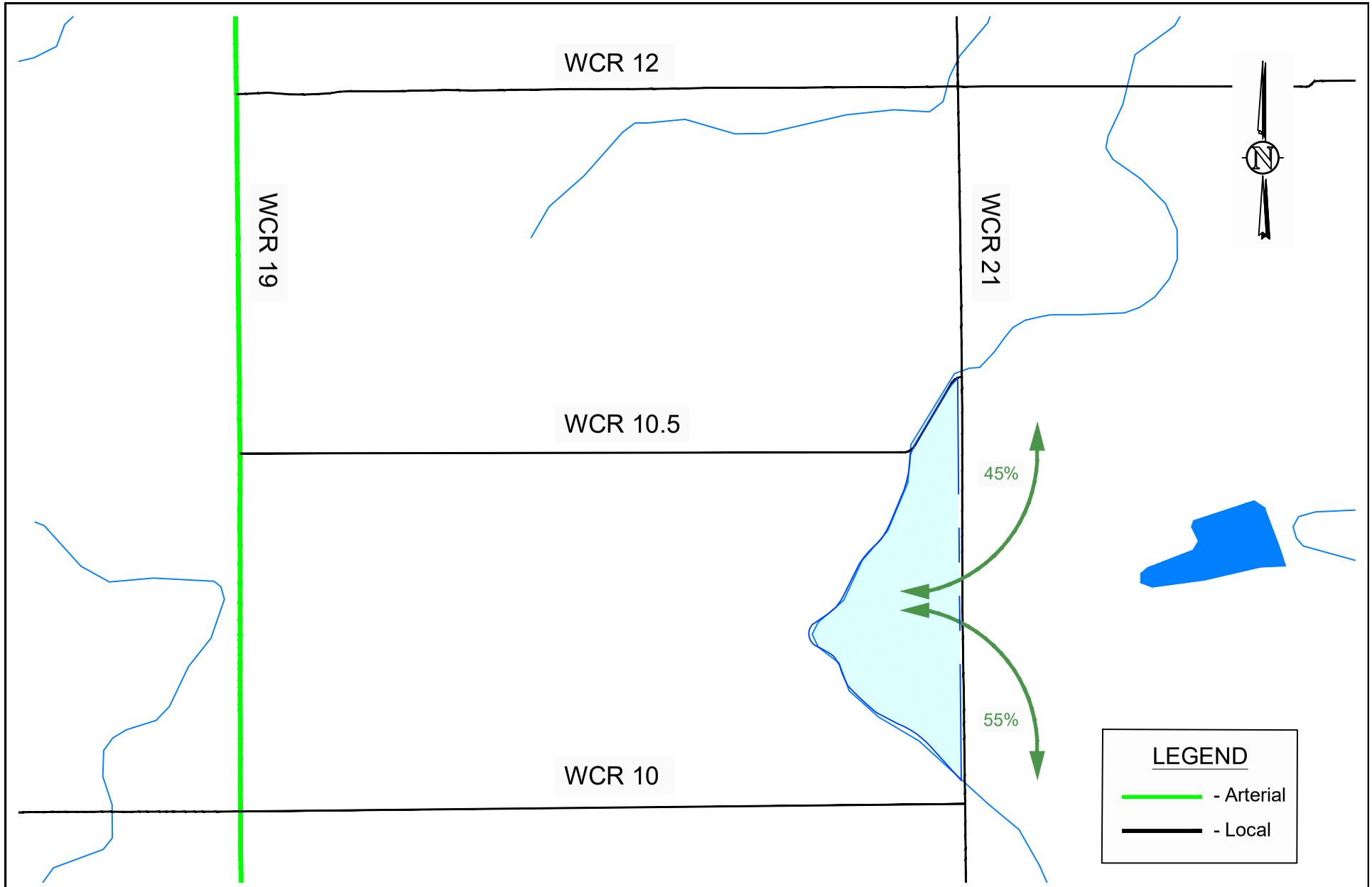


Figure 4: Existing Traffic Volumes - Evening Peak Hour





Thunder Valley PUD Traffic Impact Study
TRIP DISTRIBUTION

Scale	1" = 1,000'	Date	April 23, 2018	Drawn by	JBH	Job #	J&T Consulting, Inc.	Figure	5

Figure 6: Trip Assignment - Morning Peak Hour

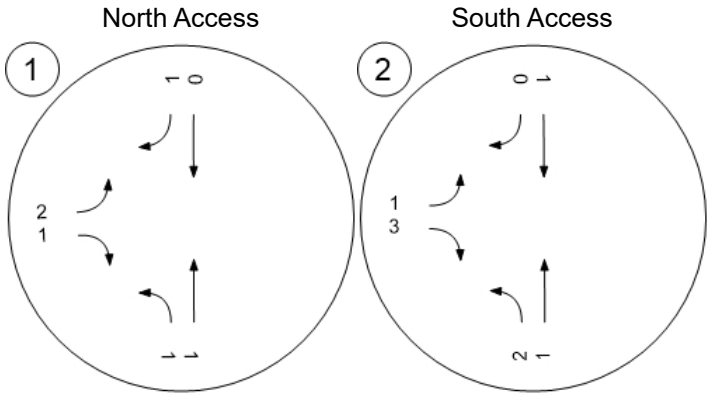


Figure 7: Trip Assignment - Evening Peak Hour

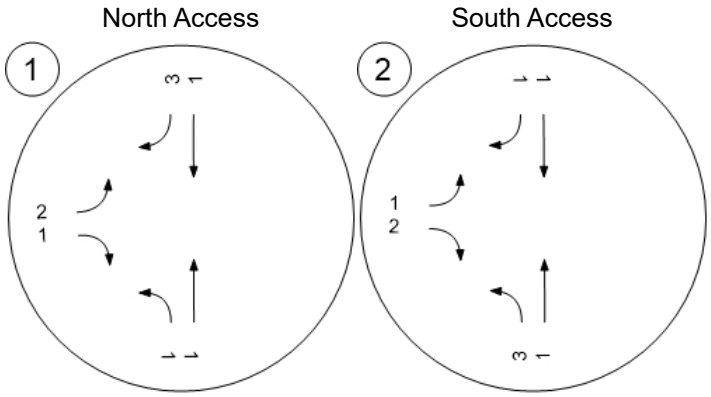


Figure 8: Year 2023 Total Traffic Volumes - Morning Peak Hour

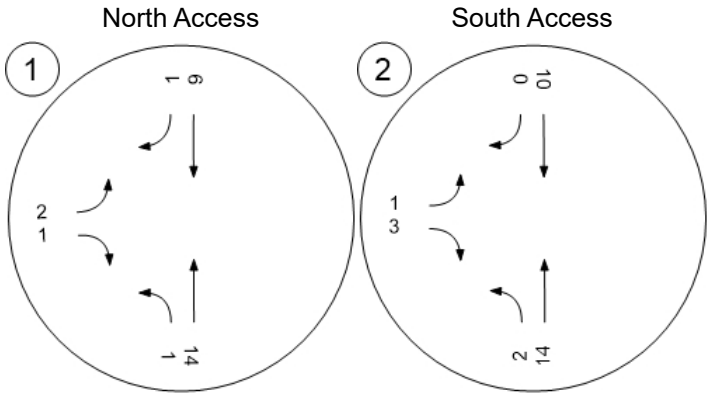


Figure 9: Year 2023 Total Traffic Volumes - Evening Peak Hour

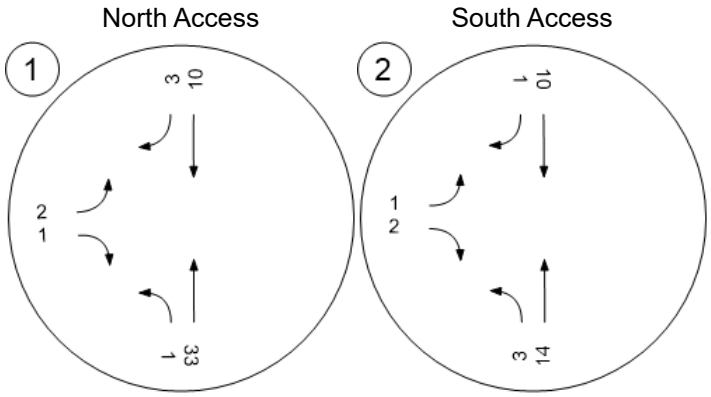


Figure 10: Year 2038 Total Traffic Volumes - Morning Peak Hour

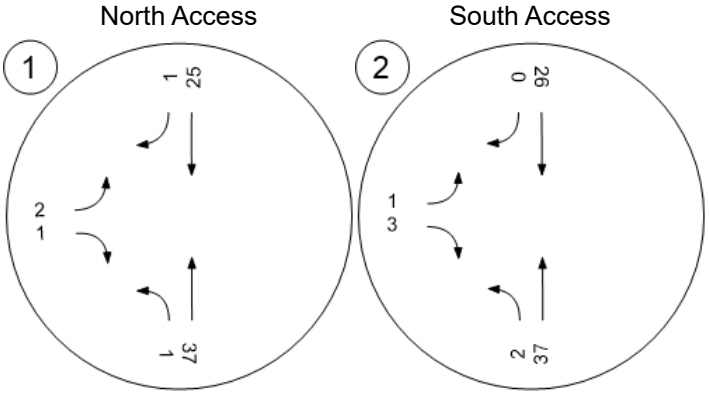


Figure 11: Year 2038 Total Traffic Volumes - Evening Peak Hour

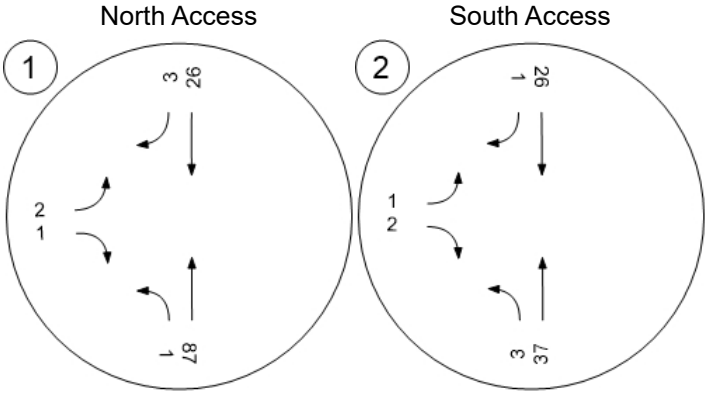
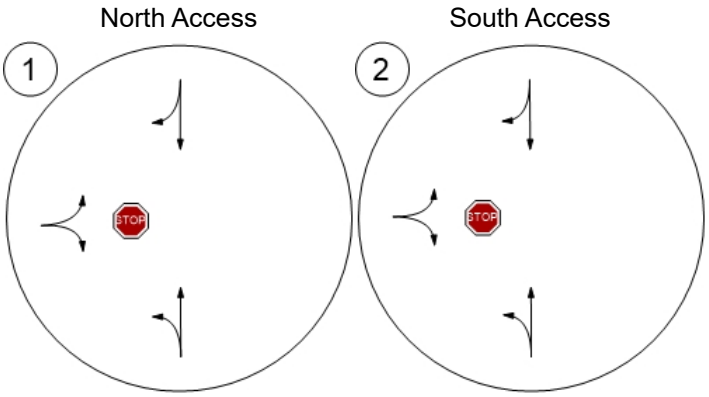


Figure 12: Laneage and Traffic Control - Future



Appendix A

Traffic Count Data

All Traffic Data

Wheat Ridge, CO 80033

Date Start: 05-Apr-18
Date End: 05-Apr-18
Site Code: 1
WCR 21 N/O WCR 10

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/18	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
05:00	0	4	**4**	0	0	0	0	0	0	0	0	0	0	8
06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
07:00	0	7	0	0	0	0	0	**1**	1	**1**	0	0	0	10
08:00	0	10	2	0	**1**	0	0	0	0	0	0	0	0	13
09:00	0	**13**	1	0	1	2	0	0	0	0	0	0	0	**17**
10:00	0	3	3	0	0	2	0	1	**2**	0	0	0	0	11
11:00	0	2	3	0	0	**3**	0	1	0	0	0	0	0	9
12 PM	0	10	1	0	**1**	**4**	**2**	0	0	**1**	0	0	**1**	20
13:00	0	6	2	0	0	2	0	**1**	**2**	0	0	0	0	13
14:00	0	9	1	0	0	1	0	1	1	1	0	0	0	14
15:00	0	8	3	0	0	1	2	0	1	0	0	0	1	16
16:00	0	**22**	**4**	0	1	0	0	1	0	0	0	0	0	**28**
17:00	0	20	3	0	0	0	0	0	0	0	0	0	1	24
18:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	127	33	0	4	15	4	6	8	3	0	0	3	203
Percent	0.0%	62.6%	16.3%	0.0%	2.0%	7.4%	2.0%	3.0%	3.9%	1.5%	0.0%	0.0%	1.5%	
AM Peak		09:00	05:00		08:00	11:00		07:00	10:00	07:00				09:00
Vol.		13	4		1	3		1	2	1				17
PM Peak		16:00	16:00		12:00	12:00	12:00	13:00	13:00	12:00			12:00	16:00
Vol.		22	4		1	4	2	1	2	1			1	28
Grand Total	0	127	33	0	4	15	4	6	8	3	0	0	3	203
Percent	0.0%	62.6%	16.3%	0.0%	2.0%	7.4%	2.0%	3.0%	3.9%	1.5%	0.0%	0.0%	1.5%	

All Traffic Data

Wheat Ridge, CO 80033

Date Start: 05-Apr-18
Date End: 05-Apr-18
Site Code: 1
WCR 21 N/O WCR 10

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/05/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	**1**	**10**	1	0	0	0	**1**	0	0	0	0	0	0	13
07:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
08:00	0	8	**3**	0	**2**	0	0	**1**	1	0	0	0	0	15
09:00	0	8	0	0	0	2	0	0	**2**	**1**	0	0	0	13
10:00	0	4	1	0	1	2	0	0	1	0	0	0	0	9
11:00	0	7	2	0	0	**6**	0	0	2	0	0	0	**1**	**18**
12 PM	0	**12**	1	0	0	**2**	0	0	0	**1**	0	0	0	16
13:00	**1**	7	**6**	0	0	2	**1**	0	0	0	0	0	0	**17**
14:00	0	6	1	0	0	1	0	0	**2**	1	0	0	0	11
15:00	0	4	1	0	0	2	0	0	0	0	0	0	0	7
16:00	0	12	0	0	0	0	0	**1**	0	0	0	0	0	13
17:00	1	4	1	0	**1**	0	0	0	0	0	0	0	0	7
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	4	100	23	0	4	17	2	2	9	3	0	0	1	165
Percent	2.4%	60.6%	13.9%	0.0%	2.4%	10.3%	1.2%	1.2%	5.5%	1.8%	0.0%	0.0%	0.6%	
AM Peak	06:00	06:00	08:00		08:00	11:00	06:00	08:00	09:00	09:00			11:00	11:00
Vol.	1	10	3		2	6	1	1	2	1			1	18
PM Peak	13:00	12:00	13:00		17:00	12:00	13:00	16:00	14:00	12:00				13:00
Vol.	1	12	6		1	2	1	1	2	1				17
Grand Total	4	100	23	0	4	17	2	2	9	3	0	0	1	165
Percent	2.4%	60.6%	13.9%	0.0%	2.4%	10.3%	1.2%	1.2%	5.5%	1.8%	0.0%	0.0%	0.6%	

All Traffic Data

Wheat Ridge, CO 80033

Date Start: 05-Apr-18
Date End: 05-Apr-18
Site Code: 1
WCR 21 N/O WCR 10

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/05/18	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	39	39
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	43	44
04:00	0	0	**2**	0	0	1	0	0	0	0	0	0	0	0	3	37	39
05:00	1	**1**	0	1	**3**	2	0	0	0	0	0	0	0	0	8	37	38
06:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	37	39
07:00	2	1	1	3	1	2	0	0	0	0	0	0	0	0	10	36	38
08:00	**7**	0	0	**4**	0	2	0	0	0	0	0	0	0	0	13	35	38
09:00	3	1	1	4	3	**4**	0	**1**	0	0	0	0	0	0	**17**	38	45
10:00	0	0	1	3	3	2	**2**	0	0	0	0	0	0	0	11	40	43
11:00	0	1	1	1	1	4	1	0	0	0	0	0	0	0	9	39	42
12 PM	**1**	**2**	1	5	3	**5**	**3**	0	0	0	0	0	0	0	20	40	43
13:00	0	1	2	3	2	5	0	0	0	0	0	0	0	0	13	38	39
14:00	0	2	1	4	5	0	2	0	0	0	0	0	0	0	14	34	43
15:00	0	2	2	1	4	5	2	0	0	0	0	0	0	0	16	39	42
16:00	1	1	**3**	**12**	7	2	1	**1**	0	0	0	0	0	0	**28**	34	43
17:00	0	2	0	3	**11**	4	3	1	0	0	0	0	0	0	24	40	44
18:00	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3	43	44
19:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	33	34
20:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	43	44
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	34	34
Total	15	15	15	46	49	42	18	3	0	0	0	0	0	0	203		
Percent	7.4%	7.4%	7.4%	22.7%	24.1%	20.7%	8.9%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	05:00	04:00	08:00	05:00	09:00	10:00	09:00							09:00		
Vol.	7	1	2	4	3	4	2	1							17		
PM Peak	12:00	12:00	16:00	16:00	17:00	12:00	12:00	16:00							16:00		
Vol.	1	2	3	12	11	5	3	1							28		
Grand Total	15	15	15	46	49	42	18	3	0	0	0	0	0	0	203		
Percent	7.4%	7.4%	7.4%	22.7%	24.1%	20.7%	8.9%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	20 MPH
50th Percentile :	31 MPH
85th Percentile :	38 MPH
95th Percentile :	43 MPH

Statistics

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	95
Percent in Pace :	46.8%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%
Mean Speed(Average) :	30 MPH

All Traffic Data

Wheat Ridge, CO 80033

Date Start: 05-Apr-18
Date End: 05-Apr-18
Site Code: 1
WCR 21 N/O WCR 10

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
04/05/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
04:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	37	39
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	33	34
06:00	0	**3**	0	2	3	3	**2**	0	0	0	0	0	0	0	13	40	43
07:00	0	1	1	2	1	1	1	0	0	0	0	0	0	0	7	39	43
08:00	2	0	**4**	**3**	3	0	2	0	**1**	0	0	0	0	0	15	41	51
09:00	**4**	3	1	0	2	2	1	0	0	0	0	0	0	0	13	37	41
10:00	0	1	1	3	2	1	1	0	0	0	0	0	0	0	9	38	42
11:00	1	0	3	3	**6**	**5**	0	0	0	0	0	0	0	0	**18**	37	39
12 PM	**2**	0	3	**5**	**5**	1	0	0	0	0	0	0	0	0	16	33	35
13:00	1	0	**4**	3	4	**3**	**2**	0	0	0	0	0	0	0	**17**	39	42
14:00	1	**1**	2	3	2	2	0	0	0	0	0	0	0	0	11	35	38
15:00	1	0	2	2	0	0	2	0	0	0	0	0	0	0	7	42	44
16:00	2	0	2	3	2	2	2	0	0	0	0	0	0	0	13	40	43
17:00	1	0	1	4	0	1	0	0	0	0	0	0	0	0	7	29	38
18:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
19:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	28	29
20:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	42	44
21:00	0	0	0	0	1	2	0	0	**1**	0	0	0	0	0	4	52	54
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	15	10	26	39	34	25	14	0	2	0	0	0	0	0	165		
Percent	9.1%	6.1%	15.8%	23.6%	20.6%	15.2%	8.5%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	06:00	08:00	08:00	11:00	11:00	06:00		08:00						11:00		
Vol.	4	3	4	3	6	5	2		1						18		
PM Peak	12:00	14:00	13:00	12:00	12:00	13:00	13:00		21:00						13:00		
Vol.	2	1	4	5	5	3	2		1						17		
Grand Total	15	10	26	39	34	25	14	0	2	0	0	0	0	0	165		
Percent	9.1%	6.1%	15.8%	23.6%	20.6%	15.2%	8.5%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	19 MPH
50th Percentile :	29 MPH
85th Percentile :	38 MPH
95th Percentile :	42 MPH

Statistics

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	73
Percent in Pace :	44.2%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%
Mean Speed(Average) :	29 MPH

All Traffic Data

Wheat Ridge, CO 80033

Date Start: 05-Apr-18
Date End: 05-Apr-18
Site Code: 1
WCR 21 N/O WCR 10

Start Time	05-Apr-18 Thu	NB	SB							Total
12:00 AM		2	0							2
01:00		0	0							0
02:00		1	1							2
03:00		2	1							3
04:00		3	3							6
05:00		8	2							10
06:00		3	13							16
07:00		10	7							17
08:00		13	15							28
09:00		**17**	13							**30**
10:00		11	9							20
11:00		9	**18**							27
12:00 PM		20	16							36
01:00		13	**17**							30
02:00		14	11							25
03:00		16	7							23
04:00		**28**	13							**41**
05:00		24	7							31
06:00		3	1							4
07:00		2	3							5
08:00		2	3							5
09:00		0	4							4
10:00		1	1							2
11:00		1	0							1
Total		203	165							368
Percent		55.2%	44.8%							
AM Peak	-	09:00	11:00	-	-	-	-	-	-	09:00
Vol.	-	17	18	-	-	-	-	-	-	30
PM Peak	-	16:00	13:00	-	-	-	-	-	-	16:00
Vol.	-	28	17	-	-	-	-	-	-	41
Grand Total		203	165							368
Percent		55.2%	44.8%							
ADT		ADT 368		AADT 368						

Appendix B

VISTRO Analysis Results

Intersection Level Of Service Report
Intersection 1: North Access

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	10	7	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	22.00	22.00	2.00	2.00	2.00
Growth Rate	1.00	1.34	1.34	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	0	1	2	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	14	9	1	2	1
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	3	0	1	0
Total Analysis Volume [veh/h]	1	16	11	1	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.24	0.00	0.00	0.00	8.67	8.38
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	0.22	0.22
d_A, Approach Delay [s/veh]	0.43		0.00		8.57	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: South Access

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	10	7	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	22.00	22.00	2.00	2.00	2.00
Growth Rate	1.00	1.34	1.34	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	1	1	0	1	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	14	10	0	1	3
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	3	0	0	1
Total Analysis Volume [veh/h]	2	16	12	0	1	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.24	0.00	0.00	0.00	8.69	8.39
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.09	0.09	0.00	0.00	0.36	0.36
d_A, Approach Delay [s/veh]	0.80		0.00		8.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.62					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: North Access

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	24	7	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	22.00	22.00	2.00	2.00	2.00
Growth Rate	1.00	1.34	1.34	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	1	3	2	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	33	10	3	2	1
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	3	1	1	0
Total Analysis Volume [veh/h]	1	39	12	4	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.79	8.39
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	0.18		0.00		8.66	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.56					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: South Access

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	10	7	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	22.00	22.00	2.00	2.00	2.00
Growth Rate	1.00	1.34	1.34	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	1	1	1	1	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	14	10	1	1	2
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	3	0	0	1
Total Analysis Volume [veh/h]	4	16	12	1	1	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.71	8.38
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.14	0.14	0.00	0.00	0.22	0.22
d_A, Approach Delay [s/veh]	1.45		0.00		8.49	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.51					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: North Access

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	10	7	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	22.00	22.00	2.00	2.00	2.00
Growth Rate	1.00	3.60	3.60	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	0	1	2	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	37	25	1	2	1
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	7	0	1	0
Total Analysis Volume [veh/h]	1	44	29	1	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.28	0.00	0.00	0.00	8.89	8.46
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	0.16		0.00		8.75	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.43					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: South Access

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	10	7	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	22.00	22.00	2.00	2.00	2.00
Growth Rate	1.00	3.60	3.60	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	1	1	0	1	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	37	26	0	1	3
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	11	8	0	0	1
Total Analysis Volume [veh/h]	2	44	31	0	1	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.28	0.00	0.00	0.00	8.92	8.47
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.09	0.09	0.00	0.00	0.37	0.37
d_A, Approach Delay [s/veh]	0.32		0.00		8.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: North Access

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	24	7	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	22.00	22.00	2.00	2.00	2.00
Growth Rate	1.00	3.60	3.60	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	1	1	3	2	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	87	26	3	2	1
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	26	8	1	1	0
Total Analysis Volume [veh/h]	1	102	31	4	2	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.29	0.00	0.00	0.00	9.22	8.47
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	0.25	0.25
d_A, Approach Delay [s/veh]	0.07		0.00		8.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.24					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 2: South Access

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	10	7	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	22.00	22.00	2.00	2.00	2.00
Growth Rate	1.00	3.60	3.60	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	1	1	1	1	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	37	26	1	1	2
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	11	8	0	0	1
Total Analysis Volume [veh/h]	4	44	31	1	1	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.28	0.00	0.00	0.00	8.94	8.46
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.14	0.14	0.00	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	0.61		0.00		8.62	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.66					
Intersection LOS	A					