

Traffic Impact Studies

Traffic Engineer's Statement

The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.

[Name, P.E. # _____]

Date

Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

[Name, Title]

[Business Name]

[Address]

Date

Add required signature
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Prepared for:

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Job number: 2023-8-1-Varko

Traffic Memo for 1185 N Curtis Rd

Study Area

This is a Traffic Memo for 1185 N Curtis Rd. The objective of this study is to determine if a variance of use for this property will have on the traffic impacts.

The site is located at 1185 N Curtis Rd and this study examines the traffic impacts on State Highway 94.



Assess and discuss
existing traffic
volumes
Provide traffic
counts per ECM

D. Traffic Memorandum. The key elements of the project impact assessment shall be provided

- Peak hour link volume and LOS;
- Peak hour access LOS;
- Appropriateness of access locations;
- Location and requirements for turn lanes or acceleration/deceleration lanes at the access, including recommendations for taper lengths, storage length, acceleration/deceleration lengths, and other geometric design requirements;
- Sight distance evaluations and recommendations (intersection, stopping, passing);
- Appropriateness of the existing roadway signing and striping;
- Other items as requested by the ECM Administrator in consultation with the applicant's traffic engineer; and
- Neighborhood and public input issues.

Development Description

1185 N Curtis Rd is currently a just under 5-acre plot of land with a one story residential single-family dwelling. The variance of use for this land will allow public storage use (RV storage). The site will be fenced and covered with gravel. The intensity of land use is minimal, as this is long term storage use and the traffic flow to the site will be sparse, sporadic, and non-concentrated.

The site is currently zoned as Residential and will continue to be zoned as residential with a variance of use.

Area of significant traffic impact

Provide analysis and details are required in ECM Appendix B for a Traffic Memo



The locations chosen to be closely examined for significant traffic impact are:

- Intersection State Hwy 94 & N Curtis Rd
- Intersection Falcon Hwy & N Curtis Rd
- Immediate area in front of 1185 N Curtis Rd

The Intersection State Hwy 94 & N Curtis Rd was chosen to be evaluated for significant impact due to it being a possible entry point of any additional traffic onto N Curtis Rd. The avg existing turn traffic onto N Curtis Rd at this intersection is light and congestion free (approx. 15 vehicles per hour). Since any additional traffic going to the site would be very sporadic and infrequent, the avg right turn traffic is not expected to change due to the variance of use at the site.

The intersection Falcon Hwy & N Curtis Rd was chosen to be evaluated for significant impact due to it being the other possible entry point of any additional traffic onto N Curtis Rd. The average existing left turn traffic onto N Curtis Rd at this intersection is light and congestion free (approx. 10 vehicles per hour). Since any additional traffic going to the site would be very sporadic and infrequent, the avg right turn traffic is not expected to change due to the variance of use at the site.

The immediate area in front of 1185 N Curtis Rd was chosen to be evaluated for significant impact due to it being a possible area of congestion or traffic impediment from vehicles slowing and turning onto the site. This risk of traffic blockage or congestion at the site's location is mitigated by the existence of a large/wide gravel shoulder extending onto the property that will serve as a slowdown and waiting area for vehicles and trailers turning into the property and gates. This area allows any incoming traffic to slow and stop while opening the gate, while keeping N Curtis Rd completely clear of obstructions, allowing normal, uninterrupted traffic flow.

Provide trip generation analysis
Provide increase in ADT and peak hour from ITE manual for each type use.

Explain how many RVs and parking stalls. Provide analysis on how # of trips are derived.
Provide a trip distribution analysis

Overall, there was no significant impact observed at any of the essential locations that were focused on for this study.

Projected Traffic

Since this variance of use will be to store trailers long term, any traffic to the site will be to drop off or pick up a trailer, meaning that the individual may only travel to the site twice per couple months or even per year. This means that the overall avg projected traffic will be the same or less than it was as a single family residential. The maintenance of the same or less projected traffic along with the mitigating feature of the extra wide gravel shoulder/wait area guarantees no impact to traffic through N Curtis Rd.

LOI describes boats, RVs and outside container self type storage.

Principal Findings

The variance of use of this property will not have any significant impact on traffic along N Curtis Rd. Although the public storage lot will attract more vehicles to the site to drop off and pick up items for storage, this traffic will not be concentrated. Any traffic flow to the property will not impede traffic flow along N Curtis Rd due to there being a large shoulder area that will be gravel covered for traffic incoming to the property to pull off to the side and slow down while normal traffic through N Curtis Rd can continue unaffected.

Gravel shoulders are not permitted parking areas along arterial. Revise overall. Address requirement for turn lane base on site condition and ECM requirements.

Conclusions

The conclusion of this traffic study is that the variance of use and development of 1185 N Curtis Rd will not have an effect on the normal traffic flow along N Curtis Rd.

Provide alternate plan for turning vehicles.

Recommendations

This traffic study recommends that 1185 N Curtis Rd be granted the variance of use for a storage development due to no noticeable impact on normal traffic flow along N Curtis Rd. The traffic study also recommends that the civil plans for the development be carried out, to create/maintain the gravel area along most of the length of the property line adjoining the street which will serve as a safe pull in/out location where trucks and RVs will slow down on the side of the road without impeding traffic while waiting to open the gate.

Vehicles are not permitted to park along an arterial roadway. Any gates must be set back from ROW as detailed in the LDC for proper setback to not block the ROW. Gate Location and Dimensions. Gates shall be located a minimum of 30 feet from the public right-of-way and shall not open outward. The opening provided through a gate shall be 2 feet wider than the traveled way.

Reviewed by Civil Engineer:

Milan Janjovic, M.S., P.E



Contact CDOT for an access permit from HWY94

Add TIS memo requirements contained in ECM Appdx B section B.8

Discuss road impact fees