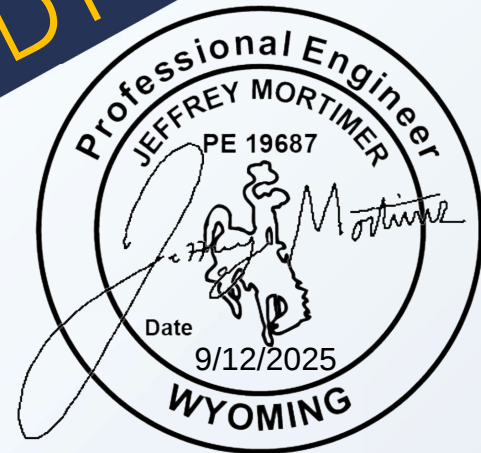




TRAFFIC IMPACT STUDY



Alpine Wy Charter School AUGUST 2025

PREPARED FOR:

ALPINE EDUCATION FOUNDATION

PREPARED BY:



1180 North Mountain Springs Pkwy,
Springville, Utah 84663
TEL 801.704.5220
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MITIGATION SUMMARY

The following Traffic Impact Study (TIS) addresses the impacts of Alpine Wyoming Charter School, located in Alpine, Wyoming, on parcels 37182930000500 (Lots 10 and 11) and 37183040001500 (Lot 10). The current site plan proposes access to Elk Run and Buffalo Drive.

Traffic Analysis

Sunrise Engineering performed a traffic analysis according to the WYDOT checklist and traffic manual requirements.

EXISTING (2025) BACKGROUND CONDITIONS

Sunrise Engineering collected weekday 24-hour count data and peak hour data for non-highway locations based on pickup and drop-off hours at the following intersections:

- **US-89/River Circle (North)**
- **US-89/River Circle (South)**
- **River Circle / Buffalo**
- **River Circle / Elk Run**

The traffic counts were collected on August 13, 2025. Growth factors, based on WYDOT historical AADT data, a growth analysis of 3.5% was used to predict the future background information.

PROJECT CONDITIONS

The development in this TIS includes the following land use:

- **Charter Elementary School (ITE Code 536)** – 130 students

Summary Results/Recommendations

CRASH HISTORY AND

5-year crash data shows: 1 crash on River Circle (North), 2022, due to inclement weather and operating conditions.

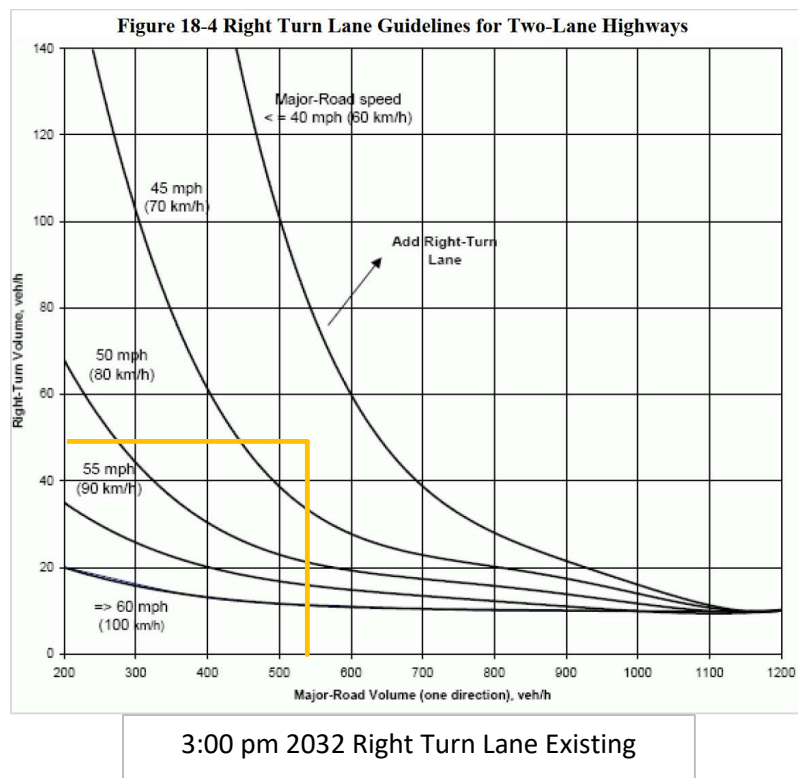
- **US-89/River Circle (North)** – No mitigations

- **US-89/River Circle (South)** – No mitigations
- **River Circle / Buffalo** – No mitigations
- **River Circle / Elk Run** – No mitigations

No significant safety concerns were identified at the intersections within the study area.

AUXILIARY LANE WARRANT

The WYDOT traffic studies manual was used to evaluate if a right turn was warranted. The worst-case scenario was the 3 pm scenario, and it was determined that the turn lane is not warranted, as the Major Road speed cutoff of 40mph is not surpassed.



LEVEL OF SERVICE ANALYSIS

Level of Service: was calculated at each of the intersections. The results show that the intersection operates at a worst-case scenario of Level C, the intersections have sufficient capacity required for the charter school. See Appendix B for reports. See below for a summary of the analysis.

Background traffic 2032

- **US-89/River Circle (North)** – No mitigations
- **US-89/River Circle (South)** – No mitigations
- **River Circle / Buffalo** – No mitigations

Alpine Wy Charter School

- **River Circle / Elk Run** – No mitigations

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.086	15.9	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.019	15.2	C
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.003	4.8	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.006	4.1	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Project Traffic 2032

- **US-89/River Circle (North)** – No mitigations
- **US-89/River Circle (South)** – No mitigations
- **River Circle / Buffalo** – No mitigations
- **River Circle / Elk Run** – No mitigations

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.237	19.7	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.021	16.0	C
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.003	6.0	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.062	5.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

No significant safety concerns were identified at the intersections within the study area.

SIGNAL WARRANT ANALYSIS

Signal warrant reports for the worst-case scenario at River Circle (North) 2032 were calculated. Analysis found that a traffic signal is not warranted at this location. See

Appendix C for WYDOT signal warrant printouts. All other intersections experience less traffic, and signals aren't warranted.

- **Background 2032** – No mitigations
- **Project 2032** – No mitigations

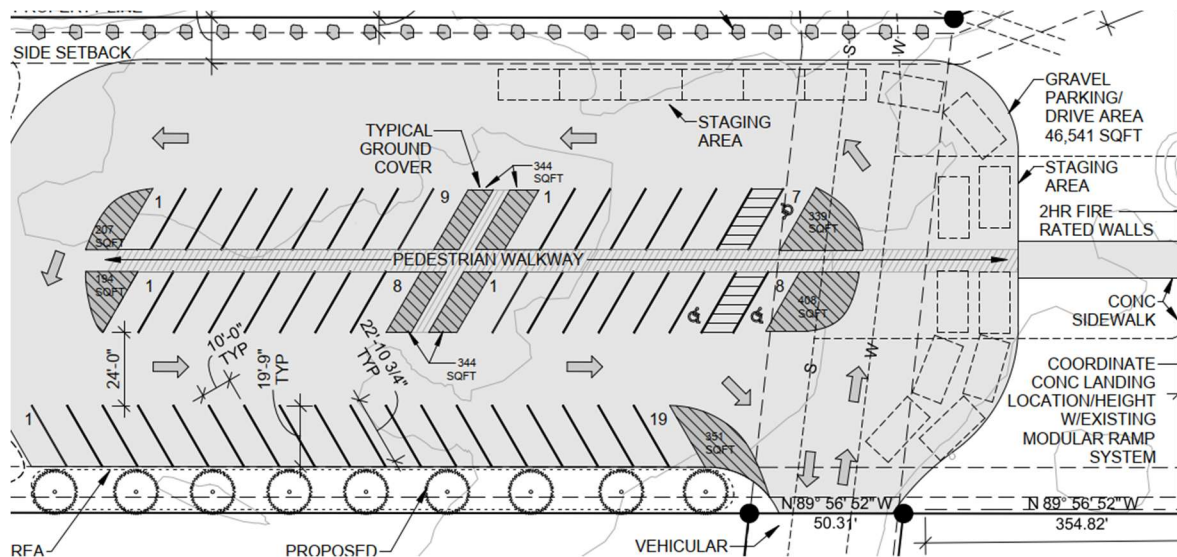
SITE ELEMENTS

Parking

ITE Trip generation for parking for Charter Schools is not available; ITE code 520 Elementary School was used to analyze the minimum parking requirement. Resulting in an 85th percentile requirement of 25 parking stalls. The current proposal shows 51 stalls.

Queuing

WYDOT requires that the school demonstrate that there is a minimum Queue distance for student pickup and drop-off. The school will have an early drop-off and Late pickup available. A value of 0.15 per student was used. Equaling 20 queued vehicles.



The current design shows 16 queuing locations for drop-off with an additional 26 stalls above capacity. It is anticipated that with parking and staging available, the school will have sufficient space for pickup and drop off.

Mitigations may include

- Extending drop-off to the South if needed.
- Designating certain stalls for pickup and drop-off purposes.
- Providing direction to parents on procedures for pickup and drop-off.

Safety Recommendations

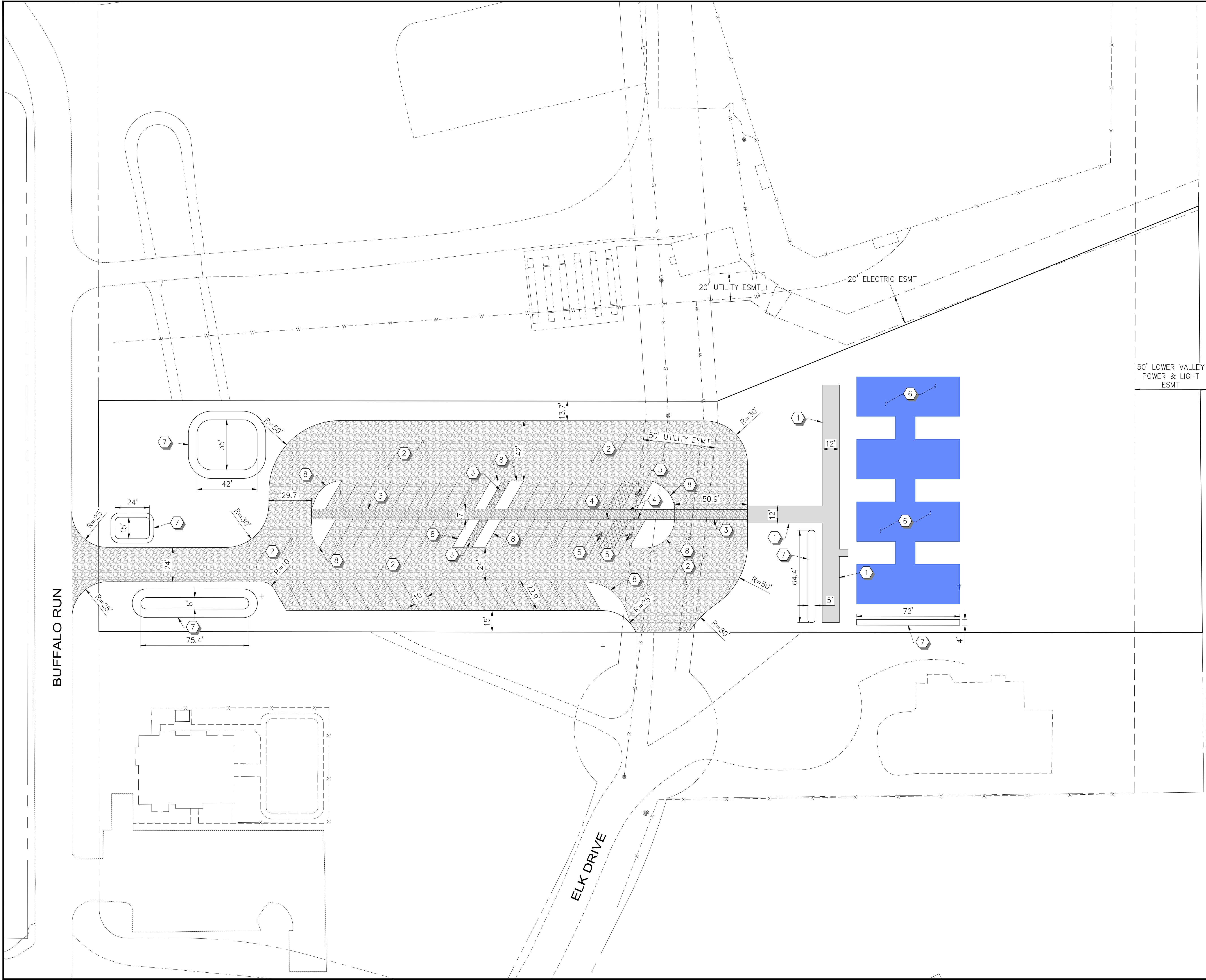
A key safety concern is the potential for children to come into conflict with vehicle movements within the staging area.

Recommended Mitigation Measures

- Provide a continuous sidewalk or other designated pedestrian pathway leading to a clearly defined pick-up and drop-off zone, ensuring separation between pedestrians and vehicle traffic.
- Restrict pick-up and drop-off operations to the sidewalk area as shown and reconfigure the staging layout and traffic flow to maintain safe pedestrian access.

FULL REPORT

- The full report, pending completion, will include the following information: additional details on scenario analysis, descriptions and interpretations of calculations, assumptions, trip distribution, and other relevant information used in preparation of recommended mitigations. It is anticipated that the full report, when finished, will be sent to WYDOT for review and approval.



SITE NOTES:

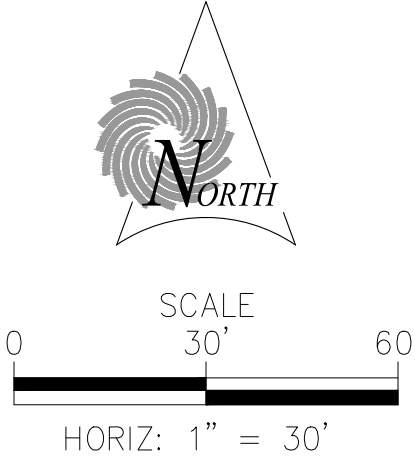
- 1 CONCRETE SIDEWALK PER (B/D1)
- 2 GRAVEL PARKING AREA PER (A/D1)
- 3 GRAVEL WALKWAY PER (A/D1)
- 4 ADA SIGN PER (C/D1)
- 5 ADA PARKING STALL
- 6 MODULAR BUILDINGS. SEE ARCHITECTURAL PLANS.
- 7 STORMWATER RETENTION BASIN. SEE SHEET GD1.
- 8 LANDSCAPE AREA. SEE ARCHITECTURAL PLANS.

SITE GENERAL NOTES:

1. CONTRACTOR SHALL PROVIDE LANDINGS AT ALL ACCESS POINTS TO THE BUILDING. LANDINGS SHALL BE AT LEAST 5 FEET LONG AND WIDTH TO MATCH EXISTING STAIRS AND/OR RAMPS. LANDINGS SHALL BE CONCRETE AND CONFORM TO DETAIL B ON SHEET D1.

LEGEND:

- CONCRETE SIDEWALK (294 SY)
- GRAVEL PARKING LOT (4,774 SY)
- GRAVEL PEDESTRIAN WALKWAY (262 SY)
- BUILDING



REV. NO.	COMMENT	DATE
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FOR REVIEW ONLY
NOT FOR CONSTRUCTION
9/17/25

**SUNRISE
ENGINEERING**
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AFTON, WYOMING 83110
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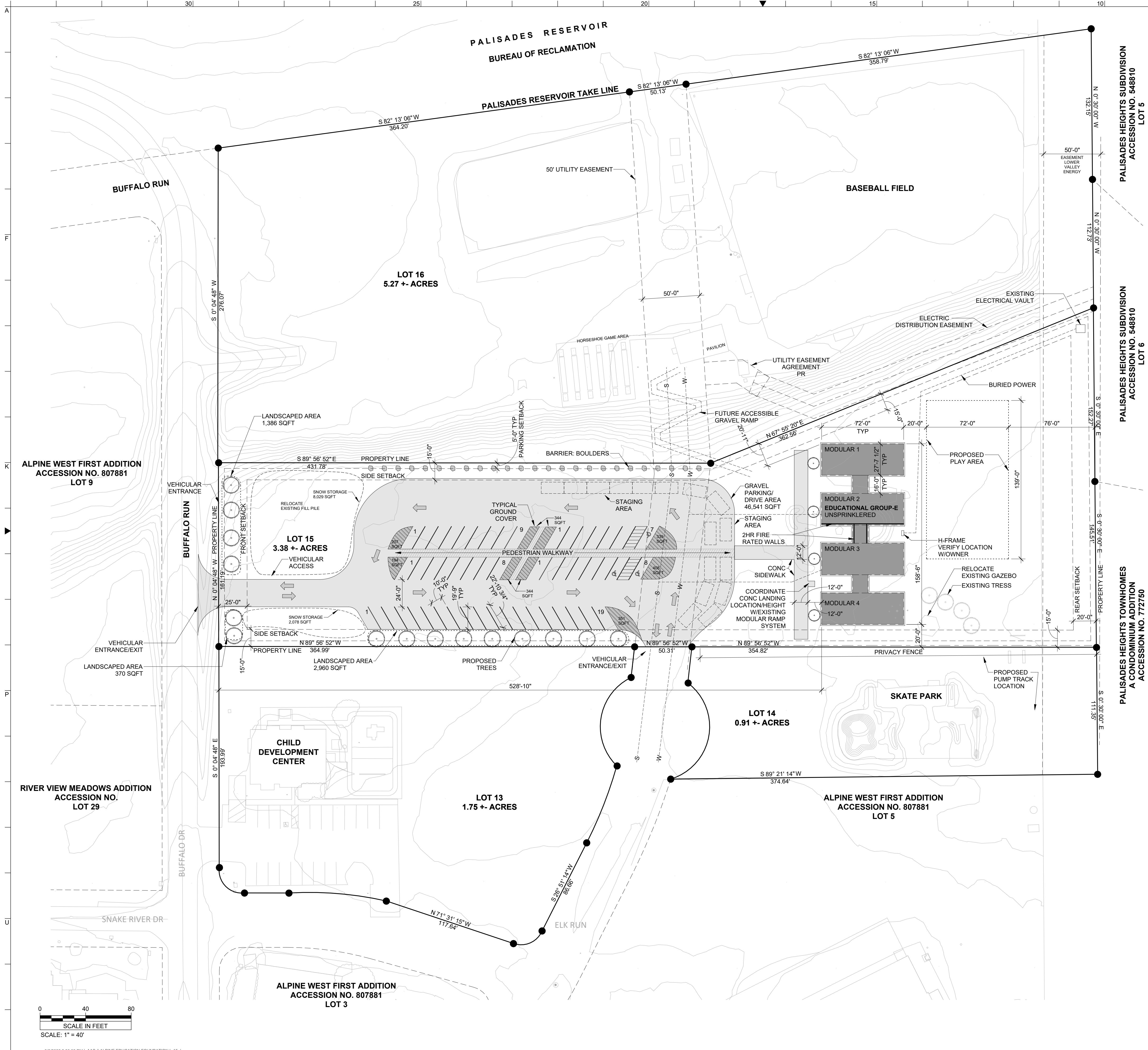
ALPINE EDUCATION FOUNDATION

ALPINE CHARTER SCHOOL

SITE PLAN

SET NO.	DESIGNED	DRAWN	CHECKED	SHEET NO.	SP
16481	AO	AO	JH	2 of 6	

P:\Alpine Education Foundation (S16481)\Dwg C30\Sheets\AEF-SITE.dwg Sep 04, 2025 6:53pm addison.ochsenbein



PLANNING & ZONING INFORMATION

PROJECT LOCATION:	LOT 15 ALPINE WEST THIRD ADDITION
LOT AREA:	3.38 ACRES +/-
RE-PLAT APPLICATION REQUIRED:	YES
PROJECT DESCRIPTION:	INSTALL MODULAR BUILDINGS, PARKING AREA, AND SITE IMPROVEMENTS FOR NEW CHARTER SCHOOL.
TOWN OF ALPINE ZONING:	PCF PUBLIC AND COMMUNITY FACILITIES DISTRICT
TOWN OF ALPINE SPECIAL USE PERMIT REQUIRED:	YES
MINIMUM SETBACKS:	
FRONT YARD:	25 FEET
SIDE YARD:	15 FEET
REAR YARD:	20 FEET
PARKING SETBACK:	5 FEET
MAXIMUM BUILDING HEIGHT:	45 FEET / THREE STORIES
BUILDING HEIGHT ALLOWABLE:	15 FEET / ONE STORY
SNOW STORAGE CALCULATIONS:	
TOTAL DRIVE + PARKING AREA:	47,500 SQUARE FEET
SNOW STORAGE REQUIRED:	47,500 X 0.20 = 9,500 SQUARE FEET
SNOW STORAGE PROVIDED:	10,107 SQUARE FEET
PARKING LANDSCAPE AREA:	
(4-606, G.2)	
TOTAL PARKING AREA:	43,735 SQFT
(NOT INCLUDING DRIVE)	
GROUND COVER REQUIRED:	43,735 x 0.05 = 2,187 SQFT
GROUND COVER PROVIDED:	2,187 SQFT
LANDSCAPING REQUIREMENTS:	
LANDSCAPING REQUIRED:	10% OF LOT AREA LOT AREA (3.38 ACRES +/-) 147,233 SQFT +/- X 0.10 = 14,724 SQFT
LANDSCAPING PROVIDED:	14,724 SQFT MIN
PARKING REQUIREMENTS:	
NUMBER OF EMPLOYEES:	20
HIGH SCHOOL REQUIREMENT:	NO
TOTAL SPACES PROVIDED:	51

GRAPHIC LEGEND

- PROPOSED STRUCTURES AS NOTED
- GROUND COVER AT PARKING AREAS
- SNOW STORAGE
- CONCRETE SIDEWALK OR GRAVEL DRIVE AS NOTED
- LANDSCAPED AREAS: LANDSCAPED AND MAINTAINED WITH GRASSES, SHRUBS, AND/OR TREES
- PROVIDE PLANTING BEDS AT ALL TREES AND SHRUBS. PLANTING BEDS MULCHED WITH GROUND AND SHREDDED BARK OVER COMMERCIAL GRADE WEED LINER.
- POPULUS TREMULOIDES / QUAKING ASPEN 3'-4" CALIPER

NOTE:
1) VERIFY LOCATION OF ALL BURIED UTILITIES PRIOR TO CONSTRUCTION.
2) REFER TO CIVIL ENGINEERING AND ELECTRICAL ENGINEERING DRAWINGS FOR SITE UTILITY INFORMATION, GRADING, & DRAINAGE PLANS.

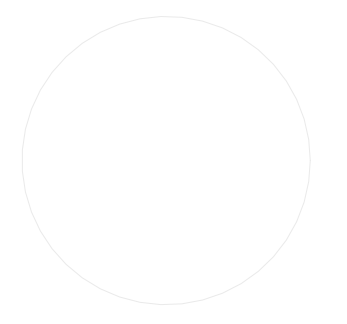
1
SP101

SITE PLAN
1" = 40'-0"

NORTH REF



ALPINE WEST THIRD ADDITION LOT-15
ALPINE EDUCATION FOUNDATION

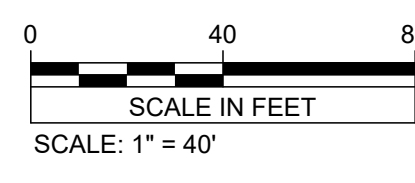


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TOA P&Z SITE PLAN

9.3.2025
DRAWN BY | BENNETT
CHECKED BY | BENNETT
REVISIONS

SITE PLAN

SP101



APPENDICES

Appendix A	Traffic Counts
Appendix B	PTV Vistro Analysis Reports
Appendix C	Signal Warrants
Appendix D	Trip Distribution
Appendix E	Crash Data

Appendix A – Traffic Counts

River Circle North End
0 0
Wednesday, August 13, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
12:00 AM	0	0	5	1	0	6	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10
12:15 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
12:30 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10
12:45 AM	0	0	5	1	0	6	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	8
Hourly Total	0	0	20	2	0	22	0	0	0	0	0	0	0	0	11	0	0	11	0	1	0	0	0	1	34
1:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
1:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
1:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	4
Hourly Total	0	0	10	0	0	10	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	0	1	17
2:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
2:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
Hourly Total	0	0	6	0	0	6	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	15
3:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4
3:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
3:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
Hourly Total	0	0	4	0	0	4	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	20
4:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	9
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	13
4:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	0	1	14
4:45 AM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	31	0	0	31	0	1	0	0	0	1	38
Hourly Total	0	0	10	0	0	10	0	0	0	0	0	0	0	0	62	0	0	62	0	2	0	0	0	2	74
5:00 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	39
5:15 AM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	37	0	0	37	0	1	0	0	0	1	46
5:30 AM	0	0	9	0	0	9	0	0	0	0	0	0	0	1	74	0	0	75	0	0	0	0	0	0	84
5:45 AM	0	0	6	1	0	7	0	0	0	0	0	0	0	0	109	0	0	109	0	1	0	0	0	1	117
Hourly Total	0	0	28	1	0	29	0	0	0	0	0	0	0	1	254	0	0	255	0	2	0	0	0	2	286
6:00 AM	0	0	13	2	0	15	0	0	0	0	0	0	0	0	115	0	0	115	0	2	0	1	0	3	133
6:15 AM	0	0	15	2	0	17	0	0	0	0	0	0	0	0	116	0	0	116	0	1	0	1	0	2	135
6:30 AM	0	0	35	3	0	38	0	0	0	0	0	0	0	0	114	0	0	114	0	1	0	0	0	1	153
6:45 AM	0	0	35	1	0	36	0	0	0	0	0	0	0	3	159	0	0	162	0	4	0	1	0	5	203
Hourly Total	0	0	98	8	0	106	0	0	0	0	0	0	0	3	504	0	0	507	0	8	0	3	0	11	624
7:00 AM	0	0	49	4	0	53	0	0	0	0	0	0	0	1	157	0	0	158	0	8	0	0	0	8	219
7:15 AM	0	0	28	3	0	31	0	0	0	0	0	0	0	0	112	0	0	112	0	4	0	0	0	4	147
7:30 AM	0	0	36	3	0	39	0	0	0	0	0	0	0	1	109	0	0	110	0	3	0	1	0	4	153
7:45 AM	0	0	50	4	0	54	0	0	0	0	0	0	0	0	137	0	0	137	0	6	0	0	0	6	197
Hourly Total	0	0	163	14	0	177	0	0	0	0	0	0	0	2	515	0	0	517	0	21	0	1	0	22	716

River Circle North End
0 0
Wednesday, August 13, 2025

	Southbound 0						Westbound 0						Northbound 0						Eastbound 0							
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	VEHICLE TOTAL	
8:00 AM	0	0	49	4	0	53	0	0	0	0	0	0	0	1	126	0	0	127	0	8	0	0	0	0	8	188
8:15 AM	0	0	58	2	0	60	0	0	0	0	0	0	1	2	113	0	0	116	0	6	0	0	0	0	6	182
8:30 AM	0	0	61	1	0	62	0	0	0	0	0	0	0	1	84	0	0	85	0	1	0	1	0	0	2	149
8:45 AM	0	0	71	5	0	76	0	0	0	0	0	0	0	0	111	0	0	111	0	5	0	2	0	0	7	194
Hourly Total	0	0	239	12	0	251	0	0	0	0	0	0	1	4	434	0	0	439	0	20	0	3	0	0	23	713
9:00 AM	0	0	62	3	0	65	0	0	0	0	0	0	0	2	98	0	0	100	0	6	0	0	0	0	6	171
9:15 AM	0	0	63	2	0	65	0	0	0	0	0	0	0	0	96	0	0	96	0	3	0	0	0	0	3	164
9:30 AM	0	0	75	5	0	80	0	0	0	0	0	0	0	1	81	0	0	82	0	2	0	0	0	0	2	164
9:45 AM	0	0	72	5	0	77	0	0	0	0	0	0	0	1	97	0	0	98	0	2	0	0	0	0	2	177
Hourly Total	0	0	272	15	0	287	0	0	0	0	0	0	0	4	372	0	0	376	0	13	0	0	0	0	13	676
10:00 AM	0	0	67	5	0	72	0	0	0	0	0	0	0	1	66	0	0	67	0	2	0	0	0	0	2	141
10:15 AM	0	0	71	3	0	74	0	0	0	0	0	0	0	1	61	0	0	62	0	4	0	1	0	0	5	141
10:30 AM	0	0	79	4	0	83	0	0	0	0	0	0	0	3	83	0	0	86	0	4	0	0	0	0	4	173
10:45 AM	0	0	72	7	0	79	0	0	0	0	0	0	0	3	104	0	0	107	0	3	0	1	0	0	4	190
Hourly Total	0	0	289	19	0	308	0	0	0	0	0	0	0	8	314	0	0	322	0	13	0	2	0	0	15	645
11:00 AM	0	0	61	7	0	68	0	0	0	0	0	0	0	4	73	0	0	77	0	7	0	2	0	0	9	154
11:15 AM	0	0	54	4	0	58	0	0	0	0	0	0	0	2	65	0	0	67	0	9	0	1	0	0	10	135
11:30 AM	0	0	86	1	0	87	0	0	0	0	0	0	0	2	96	0	0	98	0	5	0	0	0	0	5	190
11:45 AM	0	0	77	7	0	84	0	0	0	0	0	0	0	1	87	0	0	88	0	3	0	3	0	0	6	178
Hourly Total	0	0	278	19	0	297	0	0	0	0	0	0	0	9	321	0	0	330	0	24	0	6	0	0	30	657
12:00 PM	0	0	81	10	0	91	0	0	0	0	0	0	0	0	69	0	0	69	0	11	0	2	0	0	13	173
12:15 PM	0	0	97	11	0	108	0	0	0	0	0	0	0	1	110	0	0	110	0	6	0	1	0	0	7	226
12:30 PM	0	0	78	7	0	85	0	0	0	0	0	0	0	1	77	0	0	78	0	10	0	3	0	0	13	176
12:45 PM	0	0	76	5	0	81	0	0	0	0	0	0	0	3	83	0	0	86	0	3	0	1	0	0	4	171
Hourly Total	0	0	332	33	0	365	0	0	0	0	0	0	0	5	339	0	0	344	0	30	0	7	0	0	37	746
1:00 PM	0	0	80	6	0	86	0	0	0	0	0	0	0	1	87	0	0	88	0	5	0	2	0	0	7	181
1:15 PM	0	0	98	4	0	102	0	0	0	0	0	0	0	2	81	0	0	83	0	6	0	5	0	0	11	196
1:30 PM	0	0	82	7	0	89	0	0	0	0	0	0	0	3	57	0	0	60	0	6	0	2	0	0	8	157
1:45 PM	0	0	96	3	0	99	0	0	0	0	0	0	0	0	75	0	0	75	0	9	0	0	0	0	9	183
Hourly Total	0	0	356	20	0	376	0	0	0	0	0	0	0	6	300	0	0	306	0	26	0	9	0	0	35	717
2:00 PM	0	0	76	4	0	80	0	0	0	0	0	0	0	2	75	0	0	77	0	5	0	1	0	0	6	163
2:15 PM	0	0	84	3	0	87	0	0	0	0	0	0	0	2	65	0	0	67	0	1	0	1	0	0	2	156
2:30 PM	0	0	86	5	0	91	0	0	0	0	0	0	0	3	71	0	0	74	0	5	0	3	0	0	8	173
2:45 PM	0	0	86	5	0	91	0	0	0	0	0	0	0	0	66	0	0	66	0	5	0	0	0	0	5	162
Hourly Total	0	0	332	17	0	349	0	0	0	0	0	0	0	7	277	0	0	284	0	16	0	5	0	0	21	654
3:00 PM	0	0	86	6	0	92	0	0	0	0	0	0	0	0	76	0	0	76	0	2	0	1	0	0	3	171
3:15 PM	0	0	75	4	0	79	0	0	0	0	0	0	0	0	83	0	0	83	0	3	0	1	0	0	4	166
3:30 PM	0	0	113	6	0	119	0	0	0	0	0	0	0	0	74	0	0	74	0	6	0	0	0	0	6	199
3:45 PM	0	0	110	5	0	115	0	0	0	0	0	0	0	3	76	0	0	79	0	3	0	1	0	0	4	198
Hourly Total	0	0	384	21	0	405	0	0	0	0	0	0	0	3	309	0	0	312	0	14	0	3	0	0	17	734

River Circle North End
0 0
Wednesday, August 13, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	133	6	0	139	0	0	0	0	0	0	0	3	56	0	0	59	0	6	0	2	0	8	206
4:15 PM	0	0	114	2	0	116	0	0	0	0	0	0	0	2	60	0	0	62	0	4	0	0	0	4	182
4:30 PM	0	0	124	9	0	133	0	0	0	0	0	0	0	2	67	0	0	69	0	6	0	1	0	7	209
4:45 PM	0	0	133	3	0	136	0	0	0	0	0	0	0	0	81	0	0	81	0	4	0	1	0	5	222
Hourly Total	0	0	504	20	0	524	0	0	0	0	0	0	0	7	264	0	0	271	0	20	0	4	0	24	819
5:00 PM	0	0	144	12	0	156	0	0	0	0	0	0	0	0	74	0	0	74	0	7	0	1	0	8	238
5:15 PM	0	0	166	12	0	178	0	0	0	0	0	0	0	2	53	0	0	55	0	9	0	1	0	10	243
5:30 PM	0	0	154	12	0	166	0	0	0	0	0	0	0	3	47	0	0	50	0	3	0	1	0	4	220
5:45 PM	0	0	192	8	0	200	0	0	0	0	0	0	0	2	58	0	0	60	0	4	0	1	0	5	265
Hourly Total	0	0	656	44	0	700	0	0	0	0	0	0	0	7	232	0	0	239	0	23	0	4	0	27	966
6:00 PM	0	0	148	12	1	160	0	0	0	0	0	0	0	1	64	0	0	65	0	3	0	2	0	5	230
6:15 PM	0	0	138	8	0	146	0	0	0	0	0	0	0	3	62	0	0	65	0	5	0	3	0	8	219
6:30 PM	0	0	108	7	0	115	0	0	0	0	0	0	0	2	48	0	0	50	0	5	0	3	0	8	173
6:45 PM	0	0	101	3	0	104	0	0	0	0	0	0	0	2	59	0	0	61	0	7	0	1	0	8	173
Hourly Total	0	0	495	30	1	525	0	0	0	0	0	0	0	8	233	0	0	241	0	20	0	9	0	29	795
7:00 PM	0	0	105	10	0	115	0	0	0	0	0	0	0	0	38	0	0	38	0	5	0	0	0	5	158
7:15 PM	0	0	88	5	0	93	0	0	0	0	0	0	0	0	43	0	0	43	0	8	0	1	0	9	145
7:30 PM	0	0	71	2	0	73	0	0	0	0	0	0	0	0	39	0	0	39	0	2	0	2	0	4	116
7:45 PM	0	0	83	6	0	89	0	0	0	0	0	0	0	0	31	0	0	31	0	2	0	1	0	3	123
Hourly Total	0	0	347	23	0	370	0	0	0	0	0	0	0	0	151	0	0	151	0	17	0	4	0	21	542
8:00 PM	0	0	57	5	0	62	0	0	0	0	0	0	0	1	37	0	0	38	0	6	0	2	0	8	108
8:15 PM	0	0	55	4	0	59	0	0	0	0	0	0	0	1	29	0	0	30	0	4	0	3	0	7	96
8:30 PM	0	0	46	2	0	48	0	0	0	0	0	0	0	0	25	0	0	25	0	5	0	3	0	8	81
8:45 PM	0	0	43	3	0	46	0	0	0	0	0	0	0	1	15	0	0	16	0	11	0	0	0	11	73
Hourly Total	0	0	201	14	0	215	0	0	0	0	0	0	0	3	106	0	0	109	0	26	0	8	0	34	358
9:00 PM	0	0	28	4	0	32	0	0	0	0	0	0	0	0	21	0	0	21	0	4	0	1	0	5	58
9:15 PM	0	0	41	0	0	41	0	0	0	0	0	0	0	0	11	0	0	11	0	3	0	2	0	5	57
9:30 PM	0	0	47	1	0	48	0	0	0	0	0	0	0	0	20	0	0	20	0	3	0	3	0	6	74
9:45 PM	0	0	30	0	0	30	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	3	0	3	45
Hourly Total	0	0	146	5	0	151	0	0	0	0	0	0	0	0	64	0	0	64	0	10	0	9	0	19	234
10:00 PM	0	0	21	0	0	21	0	0	0	0	0	0	0	0	12	0	0	12	0	1	0	0	0	1	34
10:15 PM	0	0	22	1	0	23	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	28
10:30 PM	0	0	26	0	0	26	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	32
10:45 PM	0	0	17	1	0	18	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	21
Hourly Total	0	0	86	2	0	88	0	0	0	0	0	0	0	0	25	0	0	25	0	1	0	1	0	2	115
11:00 PM	0	0	17	0	0	17	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	23
11:15 PM	0	0	8	1	0	9	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13
11:30 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	0	2	9
11:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
Hourly Total	0	0	33	1	0	34	0	0	0	0	0	0	0	0	18	0	0	18	0	2	0	0	0	2	54
DAILY TOTAL	0	0	5289	320	1	5609	0	0	0	0	0	0	1	77	5136	0	0	5214	0	310	0	78	0	388	11211
Cars	0	0	5069	315	1	5384	0	0	0	0	0	0	1	75	4944	0	0	5020	0	307	0	75	0	382	10786
Heavy Vehicles	0	0	220	5	0	225	0	0	0	0	0	0	2	192	192	0	0	194	0	3	0	3	0	6	425
Heavy Vehicle %	0.00%	0.00%	4.16%	1.56%	0.00%	4.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.60%	3.74%	0.00%	0.00%	3.72%	0.00%	0.97%	0.00%	3.85%	0.00%	1.55%	3.79%

River Circle North End
0 0
Wednesday, August 13, 2025
AM Peak Hour (00:00 to 10:00)

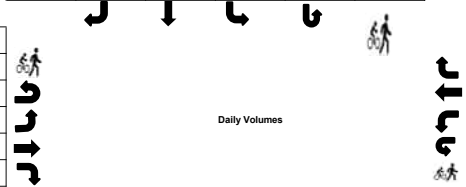
Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
6:30 AM	0	0	35	3	38	0	0	0	0	0	0	0	0	0	114	0	0	114	0	1	0	0	0	1	153
6:45 AM	0	0	35	1	0	36	0	0	0	0	0	0	0	3	159	0	0	162	0	4	0	1	0	5	203
7:00 AM	0	0	49	4	0	53	0	0	0	0	0	0	0	1	157	0	0	158	0	8	0	0	0	8	219
7:15 AM	0	0	28	3	0	31	0	0	0	0	0	0	0	0	112	0	0	112	0	4	0	0	0	4	147
Peak Hour Total	0	0	147	11	0	158	0	0	0	0	0	0	0	4	542	0	0	546	0	17	0	1	0	18	722
Peak Hour Heavy Vehicles	0	0	8	0	0	8	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	0	21
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	5.44%	0.00%	0.00%	5.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.33%	0.00%	0.00%	2.38%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.91%
	0.000	0.000	0.750	0.688	0.000	0.745	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.852	0.000	0.000	0.843	0.000	0.531	0.000	0.250	0.000	0.563	0.824

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
11:30 AM	0	0	86	1	0	87	0	0	0	0	0	0	0	2	96	0	0	98	0	5	0	0	0	5	190
11:45 AM	0	0	77	7	0	84	0	0	0	0	0	0	0	87	0	0	88	0	3	0	3	0	6	178	
12:00 PM	0	0	81	10	0	91	0	0	0	0	0	0	0	69	0	0	69	0	11	0	2	0	13	173	
12:15 PM	0	0	97	11	0	108	0	0	0	0	0	0	0	1	110	0	0	111	0	6	0	1	0	7	226
Peak Hour Total	0	0	341	29	0	370	0	0	0	0	0	0	0	4	362	0	0	366	0	25	0	6	0	31	767
Peak Hour Heavy Vehicles	0	0	24	1	0	25	0	0	0	0	0	0	0	20	0	0	20	0	0	0	2	0	2	47	
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	7.04%	3.45%	0.00%	6.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.552%	0.00%	0.00%	5.46%	0.00%	0.00%	0.00%	33.33%	0.00%	6.45%	6.13%
	0.000	0.000	0.879	0.659	0.000	0.856	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.823	0.000	0.000	0.824	0.000	0.568	0.000	0.500	0.000	0.596	0.848

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
5:00 PM	0	0	144	12	0	156	0	0	0	0	0	0	0	0	74	0	0	74	0	7	0	1	0	8	238
5:15 PM	0	0	166	12	0	178	0	0	0	0	0	0	0	2	53	0	0	55	0	9	0	1	0	10	243
5:30 PM	0	0	154	12	0	166	0	0	0	0	0	0	0	3	47	0	0	50	0	3	0	1	0	4	220
5:45 PM	0	0	192	8	0	200	0	0	0	0	0	0	0	2	58	0	0	60	0	4	0	1	0	5	265
Peak Hour Total	0	0	656	44	0	700	0	0	0	0	0	0	0	7	232	0	0	239	0	23	0	4	0	27	966
Peak Hour Heavy Vehicles	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	0.76%	0.00%	0.00%	0.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.26%	0.00%	0.00%	1.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%
	0.000	0.000	0.854	0.917	0.000	0.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.784	0.000	0.000	0.807	0.000	0.639	0.000	1.000	0.000	0.675	0.911

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
3:00 PM	0	0	86	6	0	92	0	0	0	0	0	0	0	0	76	0	0	76	0	2	0	1	0	3	171
3:15 PM	0	0	75	4	0	79	0	0	0	0	0	0	0	0	83	0	0	83	0	3	0	1	0	4	166
3:30 PM	0	0	113	6	0	119	0	0	0	0	0	0	0	0	74	0	0	74	0	6	0	0	0	6	199
3:45 PM	0	0	110	5	0	115	0	0	0	0	0	0	0	3	75	0	0	79	0	3	0	1	0	4	198
Peak Hour Total	0	0	384	21	0	405	0	0	0	0	0	0	0	3	309	0	0	312	0	14	0	3	0	17	734
Peak Hour Heavy Vehicles	0	0	15	0	0	15	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	31
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	3.91%	0.00%	0.00%	3.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.18%	0.00%	0.00%	5.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.22%
	0.000	0.000	0.850	0.875	0.000	0.851	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.931	0.000	0.000	0.940	0.000	0.583	0.000	0.750	0.000	0.708	0.922

Total Vehicles On Leg			11055		
Vehicles Entering Intersection		5609	Vehicles Exiting Intersection		5446
Southbound					
Cars	315	5069	0	0	1
Heavy	5	220	0	0	0
Total	320	5289	0	0	1



Total Vehicles on Leg 785	Vehicles Entering Intersection 388	Eastbound	Cars	Heavy	Total
			0	0	0
			0	0	0
			307	3	310
			0	0	0
	Vehicles Exiting Intersection 397		75	3	78

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	0			
0	0	0			
0	0	0			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 0	

					
Cars	0	1	75	4944	0
Heavy	0	0	2	192	0
Total	0	1	77	5136	0
Northbound					
Vehicles Entering Intersection			5214	Vehicles Exiting Intersection	
				5368	
Total Vehicles On Leg			10582		

Highway 89 River Circle Road South End

0 0

Wednesday, August 13, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	14	0	0	14	0	0	0	0	0	0	0	0	113	0	0	113	0	1	0	0	0	1	128
6:15 AM	0	0	26	0	0	26	0	0	0	0	0	0	0	0	130	0	0	130	0	0	0	1	0	1	157
6:30 AM	0	0	35	0	0	35	0	0	0	0	0	0	0	1	115	0	0	116	0	0	0	0	0	0	151
6:45 AM	0	0	36	0	0	36	0	0	0	0	0	0	0	3	159	0	0	162	0	2	0	0	0	2	200
Hourly Total	0	0	111	0	0	111	0	0	0	0	0	0	0	4	517	0	0	521	0	3	0	1	0	4	636
7:00 AM	0	0	48	0	0	48	0	0	0	0	0	0	0	3	155	0	0	158	0	1	0	1	0	2	208
7:15 AM	0	0	29	0	0	29	0	0	0	0	0	0	0	1	112	0	0	113	0	1	0	0	0	1	143
7:30 AM	0	0	37	0	0	37	0	0	0	0	0	0	0	1	106	0	0	107	0	1	0	0	0	1	145
7:45 AM	0	0	49	0	0	49	0	0	0	0	0	0	0	5	135	0	0	140	0	2	0	1	0	3	192
Hourly Total	0	0	163	0	0	163	0	0	0	0	0	0	0	10	508	0	0	518	0	5	0	2	0	7	688

Highway 89 River Circle Road South End
0 0

Wednesday, August 13, 2025

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total		
8:00 AM	0	0	50	0	0	50	0	0	0	0	0	0	0	3	126	0	0	129	0	2	0	3	0	5	184	
8:15 AM	1	0	57	0	0	58	0	0	0	0	0	0	0	2	114	0	0	116	0	0	0	0	0	0	174	
8:30 AM	0	0	61	0	0	61	0	0	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	0	146	
8:45 AM	0	0	72	1	0	73	0	0	0	0	0	0	0	0	109	0	0	109	0	2	0	1	0	3	185	
Hourly Total	1	0	240	1	0	242	0	0	0	0	0	0	0	5	434	0	0	439	0	4	0	4	0	8	689	
9:00 AM	0	0	63	1	0	64	0	0	0	0	0	0	0	2	103	0	0	105	0	0	0	0	0	0	169	
9:15 AM	0	0	63	0	0	63	0	0	0	0	0	0	0	0	92	0	0	92	0	1	0	0	0	1	156	
9:30 AM	1	0	72	0	0	73	0	0	0	0	0	0	0	2	83	0	0	85	0	0	0	0	0	0	158	
9:45 AM	0	0	72	2	0	74	0	0	0	0	0	0	0	3	97	0	0	100	0	0	0	0	0	0	174	
Hourly Total	1	0	270	3	0	274	0	0	0	0	0	0	0	7	375	0	0	382	0	1	0	0	0	1	657	
10:00 AM	0	0	66	0	0	66	0	0	0	0	0	0	0	1	66	0	0	67	0	0	0	2	0	2	135	
10:15 AM	0	0	69	1	0	70	0	0	0	0	0	0	0	0	61	0	0	61	0	0	0	1	0	1	132	
10:30 AM	0	0	81	1	0	82	0	0	0	0	0	0	0	0	89	0	0	89	0	0	0	1	0	1	172	
10:45 AM	0	0	72	0	0	72	0	0	0	0	0	0	0	2	104	0	0	106	0	0	0	3	0	3	181	
Hourly Total	0	0	288	2	0	290	0	0	0	0	0	0	0	3	320	0	0	323	0	0	0	7	0	7	620	
11:00 AM	0	0	62	1	0	63	0	0	0	0	0	0	0	1	75	0	0	76	0	0	0	0	0	0	139	
11:15 AM	0	0	54	1	0	55	0	0	0	0	0	0	0	2	66	0	0	68	0	0	0	0	0	0	123	
11:30 AM	0	0	86	0	0	86	0	0	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	0	185	
11:45 AM	0	0	79	0	0	79	0	0	0	0	0	0	0	1	89	0	0	90	0	0	0	0	0	0	169	
Hourly Total	0	0	281	2	0	283	0	0	0	0	0	0	0	4	329	0	0	333	0	0	0	0	0	0	0	616
12:00 PM	0	0	82	2	0	84	0	0	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	151	
12:15 PM	0	0	98	1	0	99	0	0	0	0	0	0	0	1	111	0	0	112	0	0	0	0	0	0	211	
12:30 PM	0	0	80	0	0	80	0	0	0	0	0	0	0	0	76	0	0	76	0	1	0	0	0	1	157	
12:45 PM	0	0	76	1	0	77	0	0	0	0	0	0	0	0	79	0	0	79	0	1	0	0	0	1	157	
Hourly Total	0	0	336	4	0	340	0	0	0	0	0	0	0	1	333	0	0	334	0	2	0	0	0	2	676	
1:00 PM	0	0	79	1	0	80	0	0	0	0	0	0	0	0	87	0	0	87	0	0	0	1	0	1	168	
1:15 PM	0	0	104	0	0	104	0	0	0	0	0	0	0	0	84	0	0	84	0	0	0	2	0	2	190	
1:30 PM	0	0	84	0	0	84	0	0	0	0	0	0	0	0	59	0	0	59	0	0	0	1	0	1	144	
1:45 PM	0	0	98	0	0	98	0	0	0	0	0	0	0	0	75	0	0	75	0	0	0	1	0	1	174	
Hourly Total	0	0	365	1	0	366	0	0	0	0	0	0	0	0	305	0	0	305	0	0	0	5	0	5	676	
2:00 PM	0	0	77	1	0	78	0	0	0	0	0	0	0	0	75	0	0	75	0	2	0	2	0	4	157	
2:15 PM	0	0	84	0	0	84	0	0	0	0	0	0	0	0	70	0	0	70	0	1	0	0	0	1	155	
2:30 PM	0	0	87	1	0	88	0	0	0	0	0	0	0	1	71	0	0	72	0	1	0	0	0	1	161	
2:45 PM	0	0	86	1	0	87	0	0	0	0	0	0	0	0	67	0	0	67	0	0	0	2	0	2	156	
Hourly Total	0	0	334	3	0	337	0	0	0	0	0	0	0	1	283	0	0	284	0	4	0	4	0	8	629	
3:00 PM	0	0	86	1	0	87	0	0	0	0	0	0	0	0	72	0	0	72	0	0	0	1	0	1	160	
3:15 PM	0	0	73	0	0	73	0	0	0	0	0	0	0	1	83	0	0	84	0	1	0	0	0	1	158	
3:30 PM	0	0	114	1	0	115	0	0	0	0	0	0	0	1	72	0	0	73	0	1	0	2	0	3	191	
3:45 PM	0	0	111	0	0	111	0	0	0	0	0	0	0	0	81	0	0	81	0	0	0	1	0	1	193	
Hourly Total	0	0	384	2	0	386	0	0	0	0	0	0	0	2	308	0	0	310	0	2	0	4	0	6	702	

Highway 89 River Circle Road South End
0 0

Wednesday, August 13, 2025

	Southbound 0						Westbound 0						Northbound 0						Eastbound 0							
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	VEHICLE TOTAL	
4:00 PM	0	0	135	0	0	135	0	0	0	0	0	0	0	0	58	0	0	58	0	1	0	0	0	1	194	
4:15 PM	0	0	113	0	0	113	0	0	0	0	0	0	0	1	60	0	0	61	0	0	0	1	0	1	175	
4:30 PM	0	0	120	2	0	122	0	0	0	0	0	0	0	1	69	0	0	70	0	0	0	4	0	4	196	
4:45 PM	0	0	135	2	0	137	0	0	0	0	0	0	0	0	81	0	0	81	0	0	0	2	0	2	220	
Hourly Total	0	0	503	4	0	507	0	0	0	0	0	0	0	2	268	0	0	270	0	1	0	7	0	8	785	
5:00 PM	0	0	144	1	0	145	0	0	0	0	0	0	0	2	73	0	0	75	0	2	0	3	0	5	225	
5:15 PM	0	0	167	0	0	167	0	0	0	0	0	0	0	2	54	0	0	56	0	0	0	6	0	6	229	
5:30 PM	0	0	154	0	0	154	0	0	0	0	0	0	0	0	68	0	0	68	0	0	0	1	0	1	223	
5:45 PM	0	0	189	5	0	194	0	0	0	0	0	0	0	0	59	0	0	59	0	1	0	3	0	4	257	
Hourly Total	0	0	654	6	0	660	0	0	0	0	0	0	0	4	254	0	0	258	0	3	0	13	0	16	934	
6:00 PM	0	0	149	2	0	151	0	0	0	0	0	0	0	0	66	0	0	66	0	2	0	1	0	3	220	
6:15 PM	0	0	136	1	0	137	0	0	0	0	0	0	0	2	62	0	0	64	0	1	0	2	0	2	203	
6:30 PM	0	0	112	1	0	113	0	0	0	0	0	0	0	0	48	0	0	48	0	0	0	1	0	1	162	
6:45 PM	0	0	101	1	0	102	0	0	0	0	0	0	0	2	60	0	0	62	0	1	0	3	0	4	168	
Hourly Total	0	0	498	5	0	503	0	0	0	0	0	0	0	4	236	0	0	240	0	4	0	6	0	10	753	
7:00 PM	0	0	103	2	0	105	0	0	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	143	
7:15 PM	0	0	88	0	0	88	0	0	0	0	0	0	0	1	44	0	0	45	0	0	0	0	0	0	133	
7:30 PM	0	0	75	0	0	75	0	0	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	113	
7:45 PM	0	0	82	1	0	83	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	114	
Hourly Total	0	0	348	3	0	351	0	0	0	0	0	0	0	1	151	0	0	152	0	0	0	0	0	0	0	503
8:00 PM	0	0	59	1	0	60	0	0	0	0	0	0	0	2	37	0	0	39	0	0	0	0	0	0	99	
8:15 PM	0	0	54	1	0	55	0	0	0	0	0	0	0	0	31	0	0	31	0	0	0	2	0	2	88	
8:30 PM	0	0	52	1	0	53	0	0	0	0	0	0	0	0	24	0	0	24	0	1	0	1	0	2	79	
8:45 PM	0	0	40	1	0	41	0	0	0	0	0	0	0	0	15	0	0	15	0	1	0	0	0	1	57	
Hourly Total	0	0	205	4	0	209	0	0	0	0	0	0	0	2	107	0	0	109	0	2	0	3	0	5	323	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DAILY TOTAL	2	0	4980	40	0	5022	0	0	0	0	0	0	0	50	4728	0	0	4778	0	31	0	56	0	87	9887	
Cars	2	0	4787	40	0	4829	0	0	0	0	0	0	0	50	4573	0	0	4623	0	31	0	55	0	86	9538	
Heavy Vehicles	0	0	193	0	0	193	0	0	0	0	0	0	0	0	155	0	0	155	0	0	0	1	0	1	349	
Heavy Vehicle %	0.00%	0.00%	3.88%	0.00%	0.00%	3.84%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.28%	0.00%	0.00%	3.24%	0.00%	0.00%	0.00%	1.79%	0.00%	1.15%	3.53%	

Highway 89 River Circle Road South End

0 0

Wednesday, August 13, 2025

AM Peak Hour (00:00 to 10:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
6:30 AM	0	0	35	0	0	35	0	0	0	0	0	0	0	1	115	0	0	116	0	0	0	0	0	0	151
6:45 AM	0	0	36	0	0	36	0	0	0	0	0	0	0	3	159	0	0	162	0	2	0	0	0	2	200
7:00 AM	0	0	48	0	0	48	0	0	0	0	0	0	0	3	155	0	0	158	0	1	0	1	0	2	203
7:15 AM	0	0	29	0	0	29	0	0	0	0	0	0	0	1	112	0	0	113	0	1	0	0	0	1	143
Peak Hour Total	0	0	148	0	0	148	0	0	0	0	0	0	0	8	541	0	0	549	0	4	0	1	0	5	702
Peak Hour Heavy Vehicles	0	0	8	0	0	8	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	20
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	5.41%	0.00%	0.00%	5.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.22%	0.00%	0.00%	2.19%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.85%
	0.000	0.000	0.771	0.000	0.000	0.771	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.851	0.000	0.000	0.847	0.000	0.500	0.250	0.000	0.625	0	0.844

Mid Peak Hour (10:00 - 14:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
11:30 AM	0	0	86	0	0	86	0	0	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	0	185
11:45 AM	0	0	79	0	0	79	0	0	0	0	0	0	0	1	89	0	0	90	0	0	0	0	0	0	169
12:00 PM	0	0	82	2	0	84	0	0	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	151
12:15 PM	0	0	98	1	0	99	0	0	0	0	0	0	0	1	111	0	0	112	0	0	0	0	0	0	211
Peak Hour Total	0	0	345	3	0	348	0	0	0	0	0	0	0	2	366	0	0	368	0	0	0	0	0	0	716
Peak Hour Heavy Vehicles	0	0	25	0	0	25	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	44
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	7.25%	0.375	0.00%	7.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.19%	0.00%	0.00%	5.16%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.15%
	0.000	0.000	0.880	0.000	0.000	0.879	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.824	0.000	0.000	0.821	0.000	0.000	0.000	0.000	0.000	0.000	0.848

PM Peak Hour (14:00 - 24:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
5:00 PM	0	0	144	1	0	145	0	0	0	0	0	0	0	2	73	0	0	75	0	2	0	3	0	5	225
5:15 PM	0	0	167	0	0	167	0	0	0	0	0	0	0	2	54	0	0	56	0	0	0	6	0	6	229
5:30 PM	0	0	154	0	0	154	0	0	0	0	0	0	0	0	68	0	0	68	0	0	1	0	1	0	223
5:45 PM	0	0	189	5	0	194	0	0	0	0	0	0	0	0	59	0	0	59	0	1	3	0	4	0	257
Peak Hour Total	0	0	654	6	0	660	0	0	0	0	0	0	0	4	254	0	0	258	0	3	0	13	0	16	934
Peak Hour Heavy Vehicles	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	0.46%	0.00%	0.00%	0.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.79%	0.00%	0.00%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.54%
	0.000	0.000	0.865	0.300	0.000	0.851	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.670	0.000	0.000	0.660	0.000	0.375	0.000	0.542	0.000	0.667	0.909

3 PM PICKUP

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach	
3:00 PM	0	0	86	1	0	87	0	0	0	0	0	0	0	0	72	0	0	72	0	0	0	1	0	1	160
3:15 PM	0	0	73	0	0	73	0	0	0	0	0	0	0	1	83	0	0	84	0	1	0	0	0	1	158
3:30 PM	0	0	114	1	0	115	0	0	0	0	0	0	0	1	72	0	0	73	0	1	0	2	0	3	191
3:45 PM	0	0	111	0	0	111	0	0	0	0	0	0	0	0	81	0	0	81	0	1	0	1	0	1	193
Peak Hour Total	0	0	384	2	0	386	0	0	0	0	0	0	0	2	308	0	0	310	0	2	0	4	0	6	702
Peak Hour Heavy Vehicles	0	0	12	0	0	12	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	26
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	3.13%	0.00%	0.00%	3.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%	4.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.70%
	0.000	0.000	0.842	0.500	0.000	0.839	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.928	0.000	0.000	0.923	0.000	0.500	0.000	0.500	0.000	0.500	0.909

Total Vehicles On Leg			9783		
Vehicles Entering Intersection			6022	Vehicles Exiting Intersection	
				4761	
Southbound					
Cars	40	4787	0	2	0
Heavy	0	193	0	0	0
Total	40	4980	0	2	0



Total Vehicles on Leg 177	Vehicles Entering Intersection 87	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 90		0	0	0
			0	0	0
			31	0	31
			0	0	0
			55	1	56



Daily Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 0	Total Vehicles on Leg 0
0	0	0			
0	0	0			
0	0	0			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 0	

Cars	0	0	50	4573	0
Heavy	0	0	0	155	0
Total	0	0	50	4728	0
Northbound					
Vehicles Entering Intersection			4778	Vehicles Exiting Intersection	
				5036	
Total Vehicles On Leg			9814		

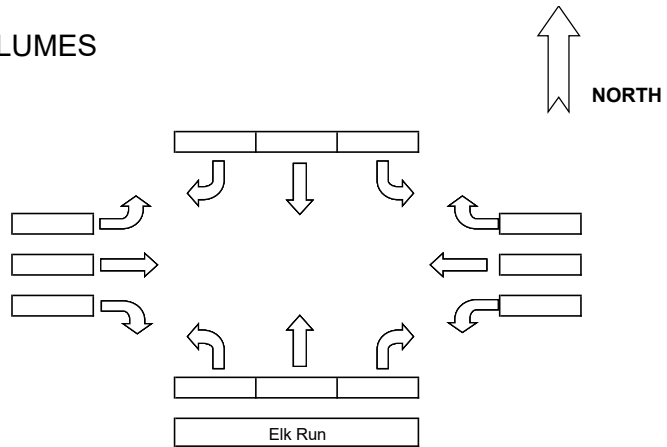
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION: Elk Run
N-S STRE **Elk Run**
E-W STRE **River Circle**

PK HR VOLUME: 44
PHF: 0.79
PEAK HOUR:
FROM: 3:00 PM TO: 4:00 PM

COUNT D. 8/13/2025
NOTES:

River Circle



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
6:30 AM	6:45 AM					3						1		4
6:45 AM	7:00 AM					4						5	1	10
7:00 AM	7:15 AM				2	4				3		5		14
7:15 AM	7:30 AM			1		2				1		2		6
7:30 AM	7:45 AM	1			2	2				1		2		8
7:45 AM	8:00 AM					5				2		4		11
8:00 AM	8:15 AM													0
8:15 AM	8:30 AM													0
8:30 AM	8:45 AM													0
8:45 AM	9:00 AM													0
9:00 AM	9:15 AM													0
9:15 AM	9:30 AM													0
9:30 AM	9:45 AM													0
9:45 AM	10:00 AM													0
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1:30 PM	1:45 PM													0
1:45 PM	2:00 PM													0
2:00 PM	2:15 PM													0
2:15 PM	2:30 PM													0
2:30 PM	2:45 PM													0
2:45 PM	3:00 PM													0
3:00 PM	3:15 PM			1		3	2					1		7
3:15 PM	3:30 PM	1		2	1	4	1			1		1		11
3:30 PM	3:45 PM	1				4	2		1			6		14
3:45 PM	4:00 PM			1	1	7		1	1			2		12
4:00 PM	4:15 PM													0
4:15 PM	4:30 PM													0
4:30 PM	4:45 PM													0
4:45 PM	5:00 PM													0
5:00 PM	5:15 PM													0
5:15 PM	5:30 PM													0
5:30 PM	5:45 PM													0
5:45 PM	6:00 PM													0
total														97

WEEKDAY HOURLY TOTALS:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
6:00 AM	7:00 AM	0	0	0	0	7	0	0	0	0	0	6	1	14
7:00 AM	8:00 AM	1	0	1	4	13	0	0	0	7	0	13	0	39
8:00 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	4:00 PM	2	0	4	2	18	5	1	1	1	0	10	0	44
4:00 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

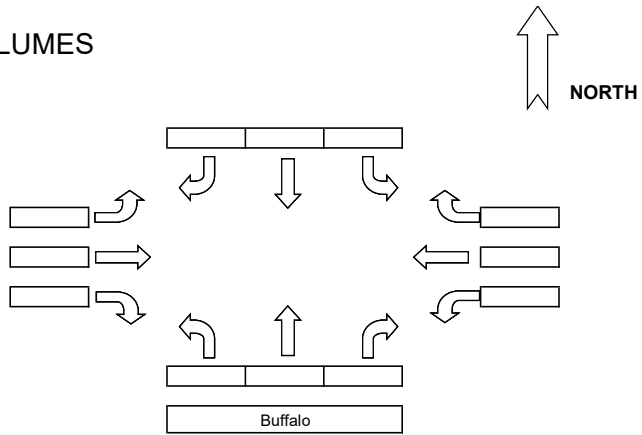
WEEKDAY PEAK HOUR VOLUMES

INTERSECTION: Buffalo
N-S STRE **Buffalo**
E-W STRE **River Circle**

PK HR VOLUME: 44
PHF: 0.79
PEAK HOUR:
FROM: TO:
3:00 PM | 4:00 PM

COUNT D 8/13/2025
NOTES:

River Circle



Weekday Traffic

COUNT DATA INPUT:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
6:00 AM	6:15 AM													0
6:15 AM	6:30 AM													0
6:30 AM	6:45 AM			1			3							4
6:45 AM	7:00 AM			5			4				2	1		12
7:00 AM	7:15 AM			5		1	3				1	1		11
7:15 AM	7:30 AM			1		1	2				2	1		7
7:30 AM	7:45 AM													0
7:45 AM	8:00 AM													0
8:00 AM	8:15 AM													0
8:15 AM	8:30 AM													0
8:30 AM	8:45 AM													0
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2:15 PM	2:30 PM													0
2:30 PM	2:45 PM													0
2:45 PM	3:00 PM													0
3:00 PM	3:15 PM	2		1			3				2			8
3:15 PM	3:30 PM	1		1			5				2			9
3:30 PM	3:45 PM	2		5		1	5					1		14
3:45 PM	4:00 PM	2		2		1	7				1			13
4:00 PM	4:15 PM													0
4:15 PM	4:30 PM													0
4:30 PM	4:45 PM													0
4:45 PM	5:00 PM													0
5:00 PM	5:15 PM													0
5:15 PM	5:30 PM													0
5:30 PM	5:45 PM													0
5:45 PM	6:00 PM													0
total														78

WEEKDAY HOURLY TOTALS:

TIME PERIOD		Southbound			Westbound			Northbound			Eastbound			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
6:00 AM	7:00 AM	0	0	6	0	0	7	0	0	0	2	1	0	16
7:00 AM	8:00 AM	0	0	1	0	1	2	0	0	0	2	1	0	7
8:00 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	4:00 PM	7	0	9	0	2	20	0	0	0	5	1	0	44
4:00 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

Appendix B – PTV Vistro Analysis Reports

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Vistro File: Z:\...\Alpine Wyoming Charter School am.vistro

Scenario 1 2025 Existing

Report File: Z:\...\2025 AM Existing Analysis.pdf

9/11/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.054	13.6	B
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.014	13.3	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.002	4.6	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.004	4.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: River Circle North

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.054

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	17	1	4	542	147	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	17	1	4	542	147	11
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	1	151	41	4
Total Analysis Volume [veh/h]	24	1	6	602	163	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.62	9.64	7.63	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.39	4.39	0.33	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.46		0.08		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 2: River Circle South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.014

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	4	1	8	541	148	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	4	1	8	541	148	1
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	150	41	0
Total Analysis Volume [veh/h]	6	1	11	601	164	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.34	9.25	7.61	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.13	1.13	0.60	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.76		0.14		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report Intersection 3: Elk Run & River Circle

Control Type: Two-way yield
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 4.6
Level Of Service: A
Volume to Capacity (v/c): 0.002

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬆			⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	1	1	1	1	7	1	2	7	1
Total Analysis Volume [veh/h]	2	2	14	4	2	4	2	26	2	8	26	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	4.16	4.61	3.60	4.17	4.55	3.54	2.29	0.00	0.00	2.31	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.03	0.03	0.03	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	1.38	1.38	1.38	0.82	0.82	0.82	0.08	0.08	0.08	0.34	0.34	0.34
d_A, Approach Delay [s/veh]	3.78			4.00			0.15			0.51		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.39											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.004

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	2	12	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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	12	5	3	2	12
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	3	2	1	6
Total Analysis Volume [veh/h]	4	24	10	6	4	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
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	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	3.98	3.62	2.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.06	2.06	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	3.67		1.45		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					

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Turning Movement Volume: Summary

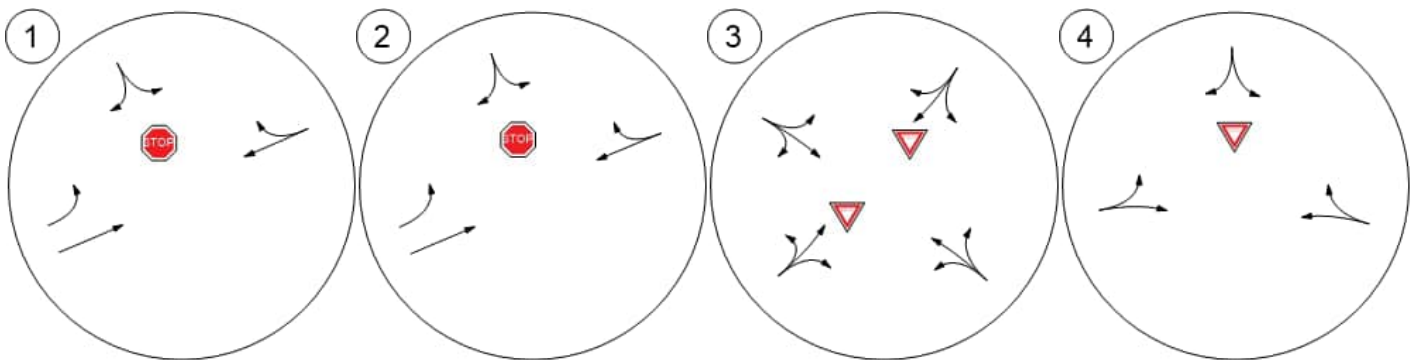
ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	17	1	4	542	147	11	722

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	4	1	8	541	148	1	703

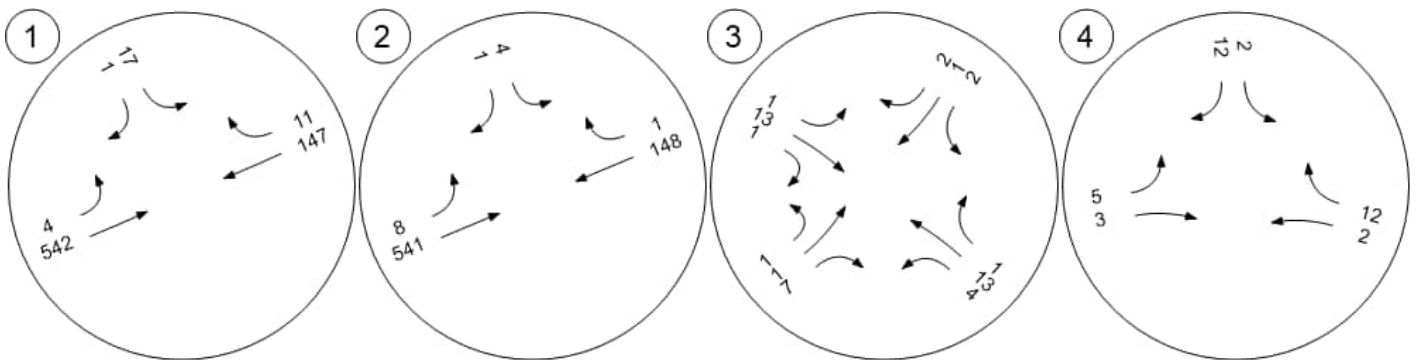
ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	7	2	1	2	1	13	1	4	13	1	47

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	2	12	5	3	2	12	36

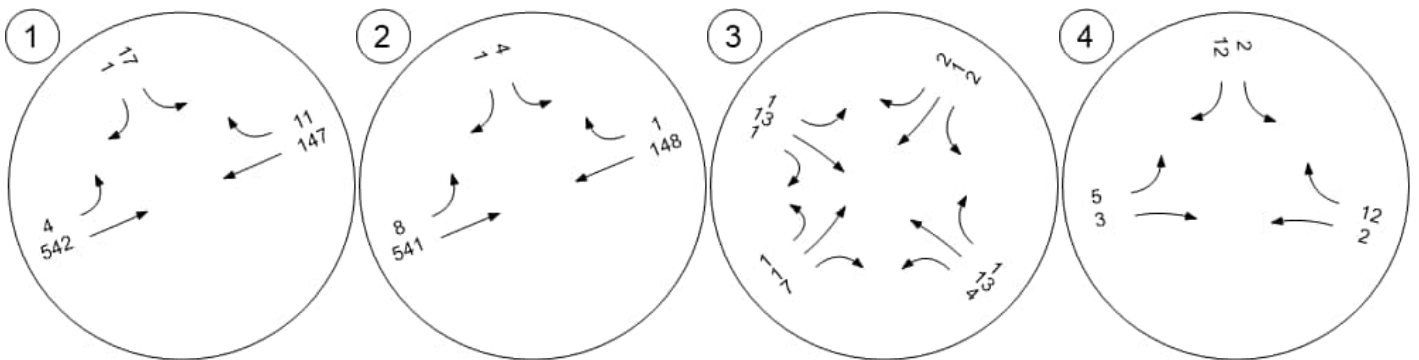
Lane Configuration and Traffic Control



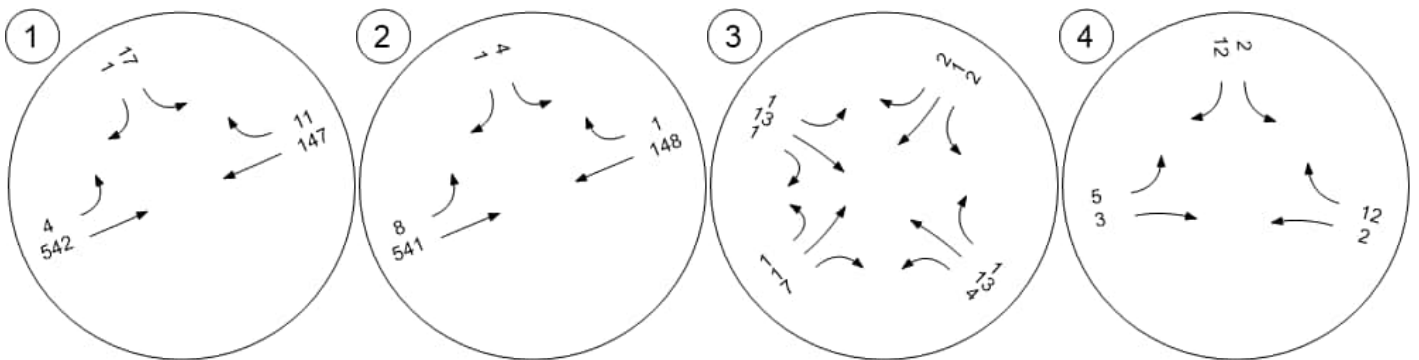
Traffic Volume - Base Volume



Traffic Volume - Future Background Volume



Traffic Volume - Future Total Volume



Traffic Conditions

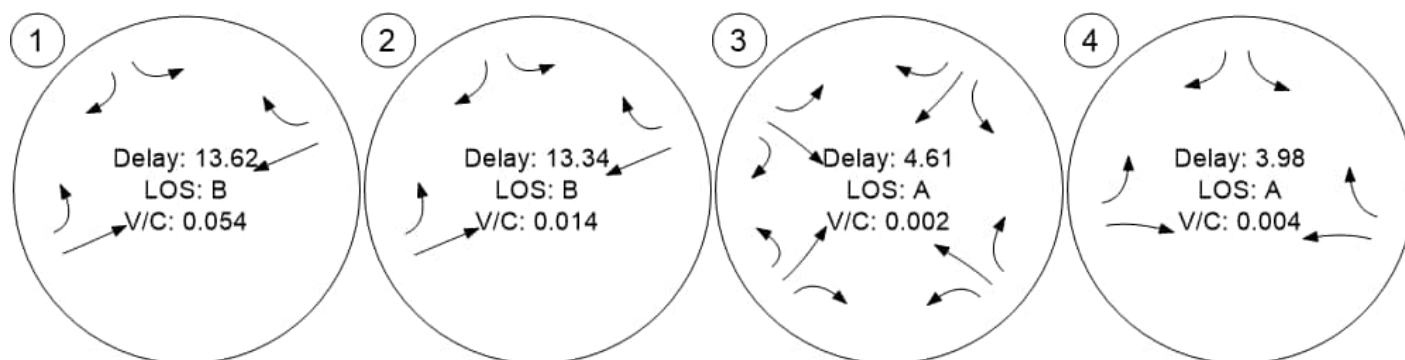


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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.043	13.1	B
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.006	12.7	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Thru	0.002	4.6	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.015	4.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: River Circle North

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.043

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	14	3	3	309	384	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	14	3	3	309	384	21
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	86	107	8
Total Analysis Volume [veh/h]	20	4	4	343	427	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.14	11.32	8.34	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.91	3.91	0.28	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.83		0.10		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 2: River Circle South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.006

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	2	4	2	308	384	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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	4	2	308	384	2
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	86	107	1
Total Analysis Volume [veh/h]	3	6	3	342	427	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.74	10.93	8.26	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.22	1.22	0.20	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.53		0.07		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	B					

Intersection Level Of Service Report Intersection 3: Elk Run & River Circle

Control Type: Two-way yield
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 4.6
Level Of Service: A
Volume to Capacity (v/c): 0.002

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬆			⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	1	1	2	1	5	1	1	9	3
Total Analysis Volume [veh/h]	2	2	2	4	2	8	2	20	2	4	36	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.08	4.52	3.48	4.11	4.57	3.63	2.32	0.00	0.00	2.28	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.04	0.04	0.04	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.50	0.50	0.50	1.12	1.12	1.12	0.08	0.08	0.08	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	4.03			3.91			0.19			0.18		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.99											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.015

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	7	9	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	7	9	5	3	2	12
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	5	3	2	1	6
Total Analysis Volume [veh/h]	14	18	10	6	4	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
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	0.01	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.02	3.67	2.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.44	2.44	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	3.82		1.45		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.91					
Intersection LOS	A					

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Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	14	3	3	309	384	21	734

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	2	4	2	308	384	2	702

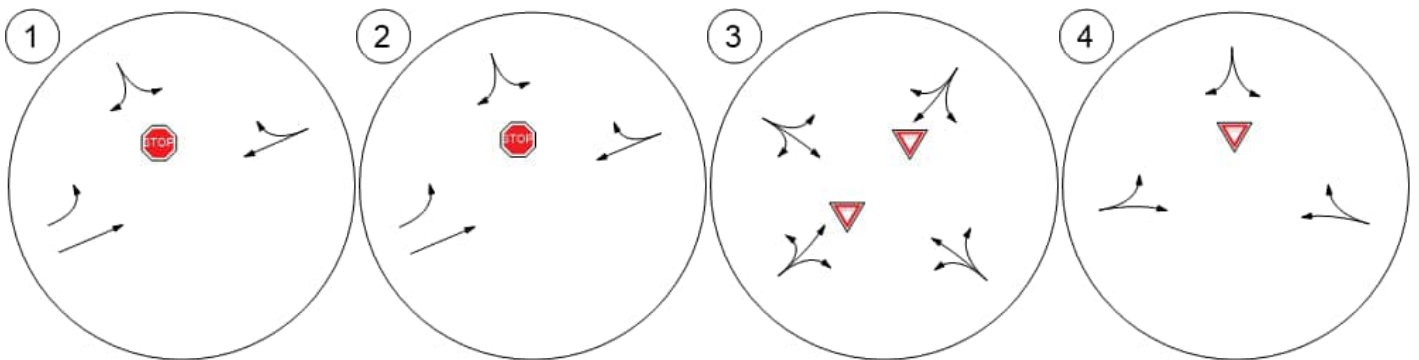
ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	1	2	1	4	1	10	1	2	18	5	47

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	7	9	5	3	2	12	38

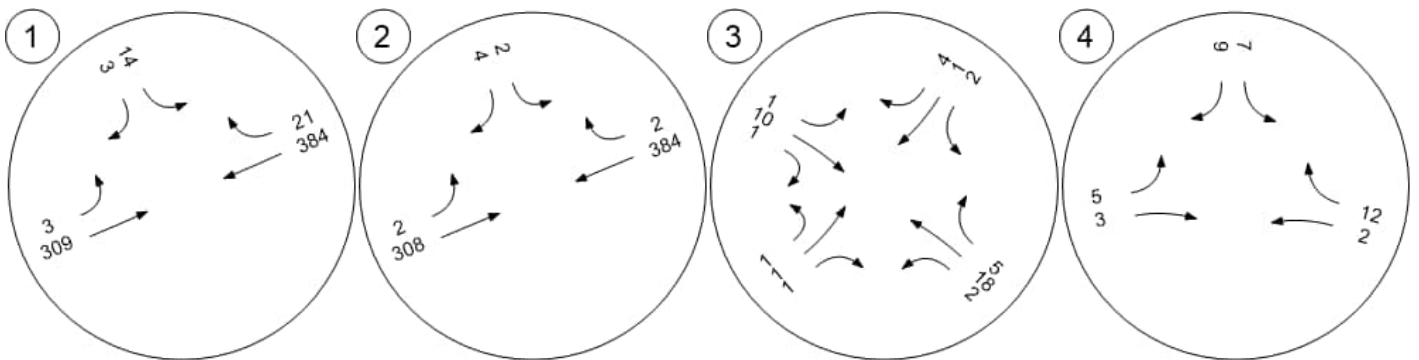
Study Intersections



Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Conditions

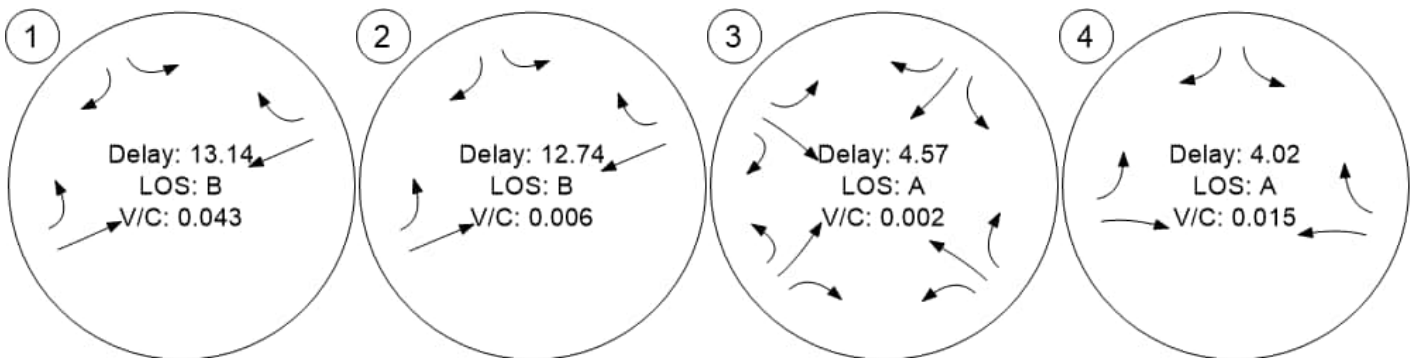


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Scenario 2 2026 Base

Report File: Z:\...\2026 AM Base Analysis.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.060	13.9	B
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.014	13.5	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.002	4.6	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.004	4.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: River Circle North

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.060

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	17	1	4	542	147	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	18	1	4	561	152	11
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	1	156	42	4
Total Analysis Volume [veh/h]	26	1	6	623	169	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.89	9.74	7.65	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.90	4.90	0.33	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.74		0.07		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.50					
Intersection LOS	B					

Intersection Level Of Service Report Intersection 2: River Circle South

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 13.5
Level Of Service: B
Volume to Capacity (v/c): 0.014

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	4	1	8	541	148	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	4	1	8	560	153	1
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	3	156	43	0
Total Analysis Volume [veh/h]	6	1	11	622	170	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.55	9.29	7.63	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.16	1.16	0.60	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.94		0.13		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.22					
Intersection LOS	B					

Intersection Level Of Service Report Intersection 3: Elk Run & River Circle

Control Type: Two-way yield
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 4.6
Level Of Service: A
Volume to Capacity (v/c): 0.002

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬆			⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	7	2	1	2	1	14	1	4	14	1
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	1	1	1	1	7	1	2	7	1
Total Analysis Volume [veh/h]	2	2	14	4	2	4	2	28	2	8	28	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	4.19	4.63	3.61	4.20	4.57	3.55	2.29	0.00	0.00	2.32	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.03	0.03	0.03	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	1.39	1.39	1.39	0.82	0.82	0.82	0.08	0.08	0.08	0.34	0.34	0.34
d_A, Approach Delay [s/veh]	3.79			4.01			0.14			0.49		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.34											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.004

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	2	12	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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	12	5	3	2	12
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	3	2	1	6
Total Analysis Volume [veh/h]	4	24	10	6	4	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
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	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	3.98	3.62	2.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.06	2.06	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	3.67		1.45		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.75					
Intersection LOS	A					

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Scenario 2 2026 Base

Report File: Z:\...\2026 AM Base Analysis.pdf

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Turning Movement Volume: Summary

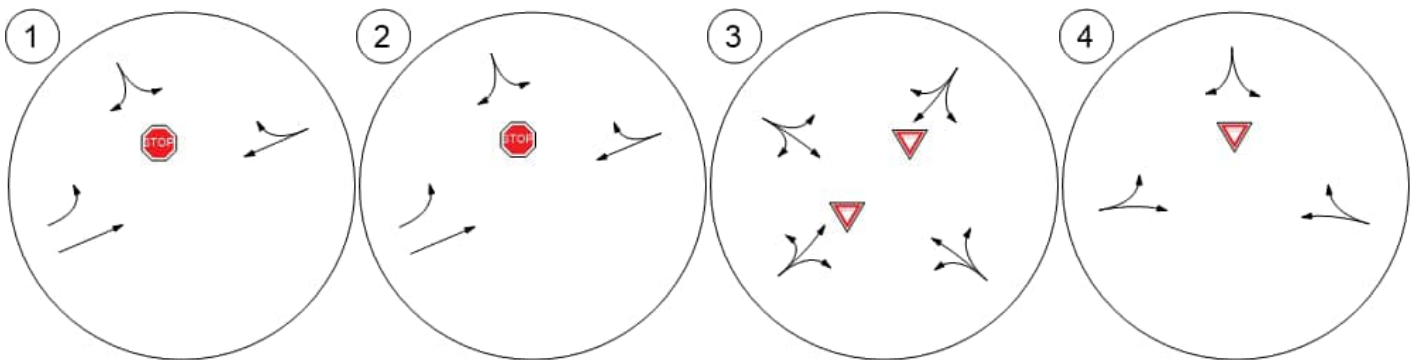
ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	18	1	4	561	152	11	747

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	4	1	8	560	153	1	727

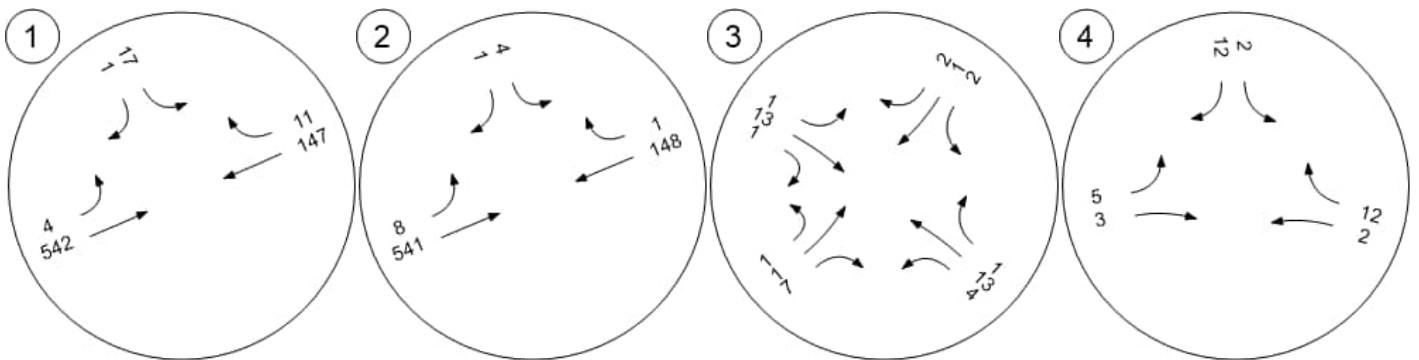
ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	7	2	1	2	1	14	1	4	14	1	49

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	2	12	5	3	2	12	36

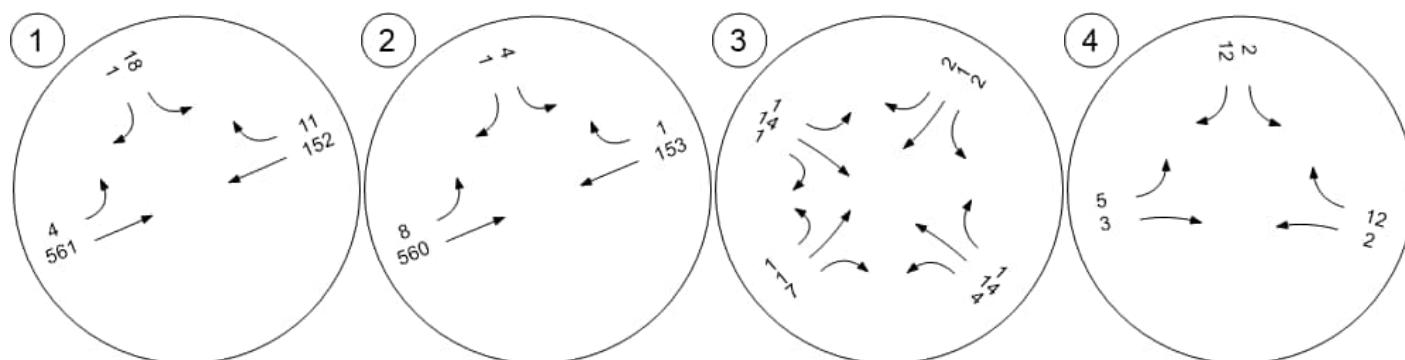
Lane Configuration and Traffic Control



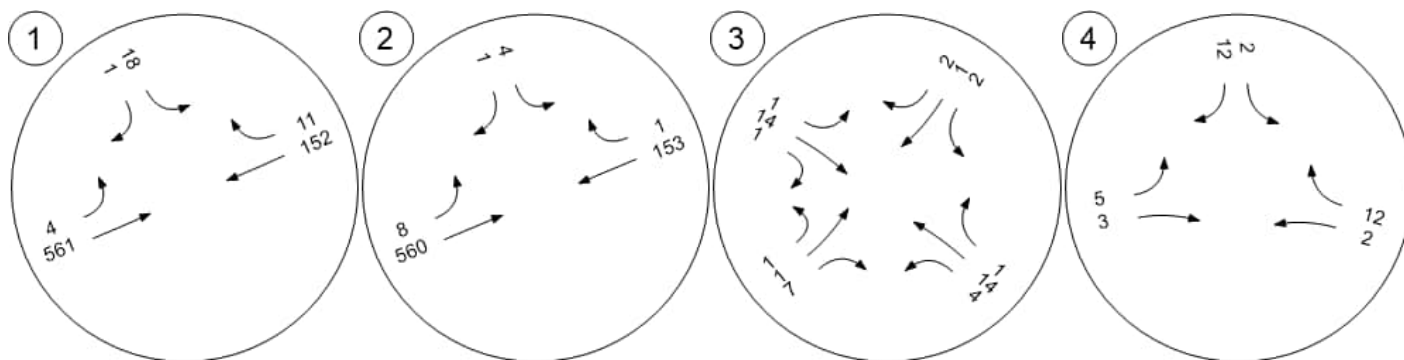
Traffic Volume - Base Volume



Traffic Volume - Future Background Volume



Traffic Volume - Future Total Volume



Traffic Conditions

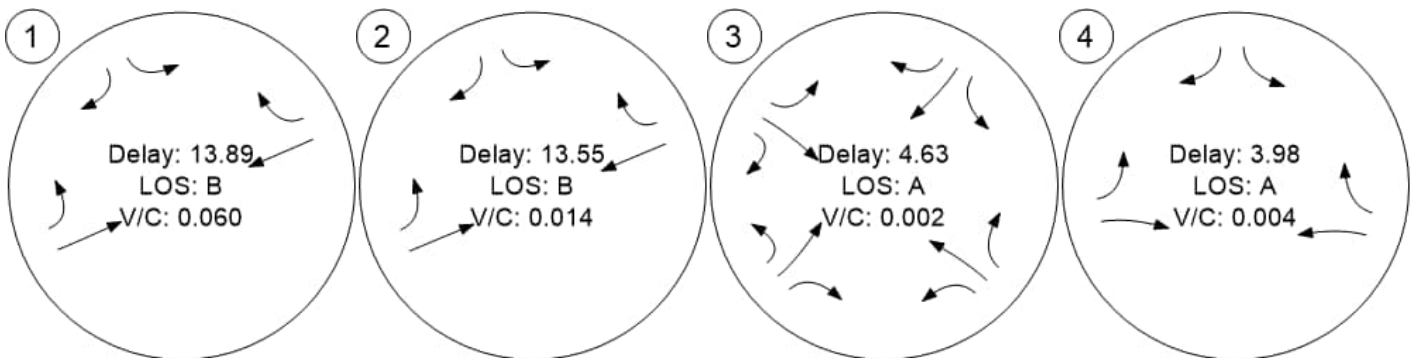


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Scenario 3 2026 Base W Trips

Report File: Z:\...\2026 AM Base Plus Project Analysis.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.185	16.7	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.015	14.2	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.003	5.8	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.058	5.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: River Circle North

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 16.7
Level Of Service: C
Volume to Capacity (v/c): 0.185

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	17	1	4	542	147	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	6	30	0	0	35
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]	49	7	34	561	152	46
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	3	12	156	42	16
Total Analysis Volume [veh/h]	70	10	49	623	169	66
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.01	0.04	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	16.68	11.51	7.86	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.72	0.72	0.12	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.09	18.09	2.91	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.03		0.57		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.69					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 2: River Circle South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.015

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	4	1	8	541	148	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	5	30	6	0
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]	4	25	13	590	159	1
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	9	5	164	44	0
Total Analysis Volume [veh/h]	6	36	19	656	177	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.25	9.50	7.66	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.53	4.53	1.05	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.18		0.22		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 5.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬆			⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	0	0	25	0	0	4	62
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	7	14	1	2	1	38	1	4	17	63
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	4	7	1	1	1	19	1	2	9	32
Total Analysis Volume [veh/h]	2	2	14	28	2	4	2	76	2	8	34	126
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.04	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	4.99	5.80	3.85	5.35	5.64	4.22	2.56	0.00	0.00	2.42	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.06	0.14	0.14	0.14	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.53	1.53	1.53	3.54	3.54	3.54	0.08	0.08	0.08	0.39	0.39	0.39
d_A, Approach Delay [s/veh]	4.19			5.23			0.06			0.12		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.93											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 5.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.058

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	2	12	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	24	5	0	0	4
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]	27	36	10	3	2	16
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	18	5	2	1	8
Total Analysis Volume [veh/h]	54	72	20	6	4	32
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
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	0.06	0.07	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	5.05	4.57	2.37	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.43	0.43	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.83	10.83	0.84	0.84	0.00	0.00
d_A, Approach Delay [s/veh]	4.78		1.83		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.45					
Intersection LOS	A					

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Scenario 3 2026 Base W Trips

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Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	49	7	34	561	152	46	849

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	4	25	13	590	159	1	792

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	7	14	1	2	1	38	1	4	17	63	150

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	27	36	10	3	2	16	94

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	River Circle North	Final Base	17	1	4	542	147	11	722
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	31	6	30	0	0	35	102
		Other	0	0	0	0	0	0	0
		Future Total	49	7	34	561	152	46	849

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
2	River Circle South	Final Base	4	1	8	541	148	1	703
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	24	5	30	6	0	65
		Other	0	0	0	0	0	0	0
		Future Total	4	25	13	590	159	1	792

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	Final Base	1	1	7	2	1	2	1	13	1	4	13	1	47
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	12	0	0	0	25	0	0	4	62	103
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	1	7	14	1	2	1	38	1	4	17	63	150

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	Final Base	2	12	5	3	2	12	36
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	25	24	5	0	0	4	58
		Other	0	0	0	0	0	0	0
		Future Total	27	36	10	3	2	16	94

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Scenario 3 2026 Base W Trips

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Fair Share % of Future Total

Intersection 1: River Circle North							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	63.27%	85.71%	88.24%	0%	0%	76.09%	12.01%
Total	63.27%	85.71%	88.24%	0%	0%	76.09%	

Intersection 2: River Circle South							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0%	96%	38.46%	5.08%	3.77%	0%	8.21%
Total	0%	96%	38.46%	5.08%	3.77%	0%	

Intersection 3: Elk Run & River Circle													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	85.71%	0%	0%	0%	65.79%	0%	0%	23.53%	98.41%	68.67%
Total	0%	0%	0%	85.71%	0%	0%	0%	65.79%	0%	0%	23.53%	98.41%	

Intersection 4: Elk Run & River Circle							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	92.59%	66.67%	50%	0%	0%	25%	61.7%
Total	92.59%	66.67%	50%	0%	0%	25%	

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				1.070	130.000	53.00	47.00	0.00	74	65	139	100.00
Added Trips Total									74	65	139	100.00

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Scenario 3 2026 Base W Trips

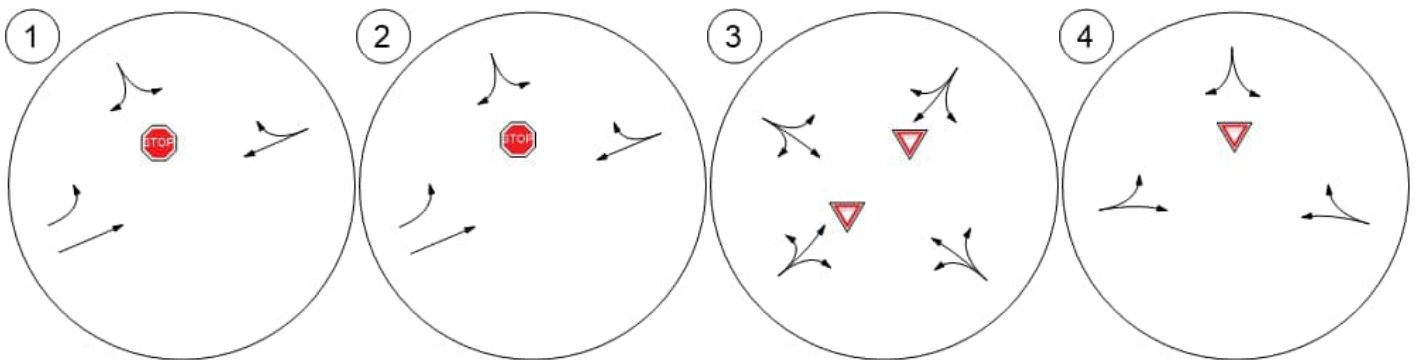
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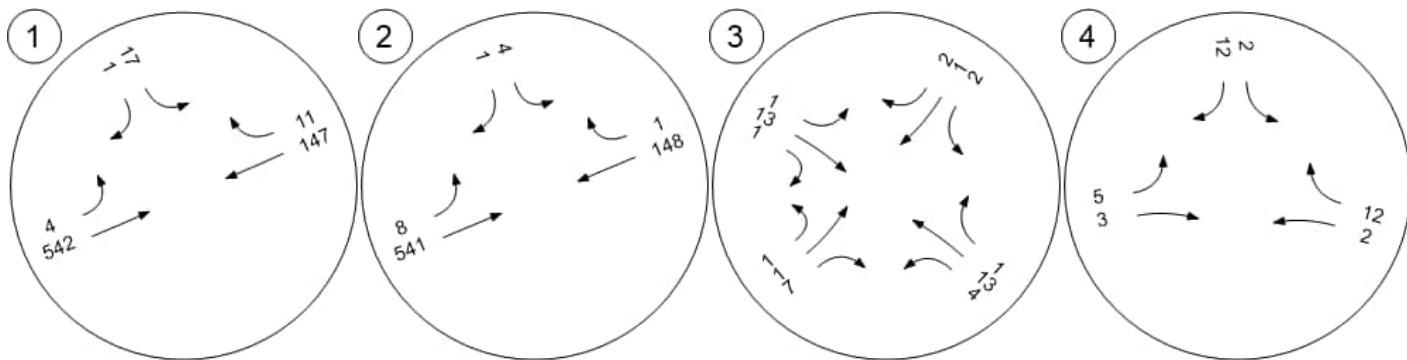
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	47.55	35	47.55	31
3: Gate	46.75	35	46.75	30
4: Gate	5.70	4	5.70	4
Total	100.00	74	100.00	65

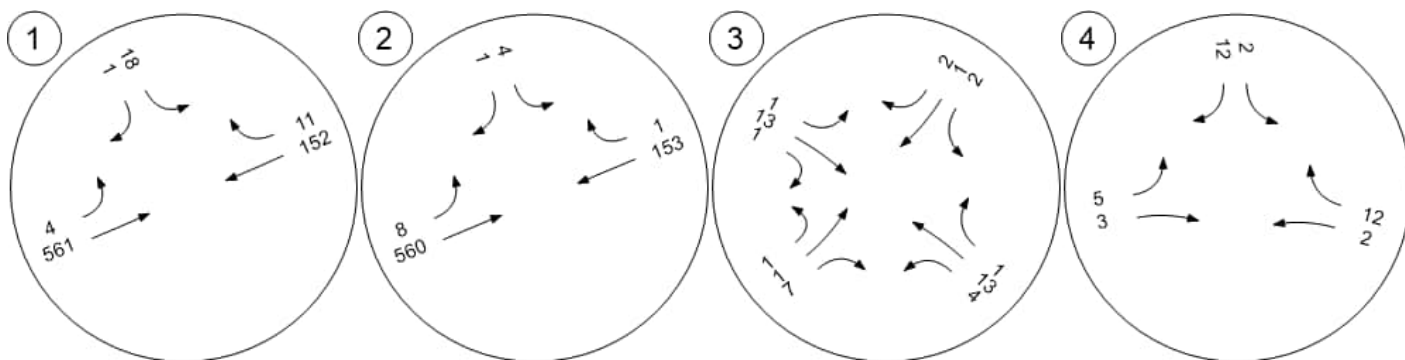
Lane Configuration and Traffic Control



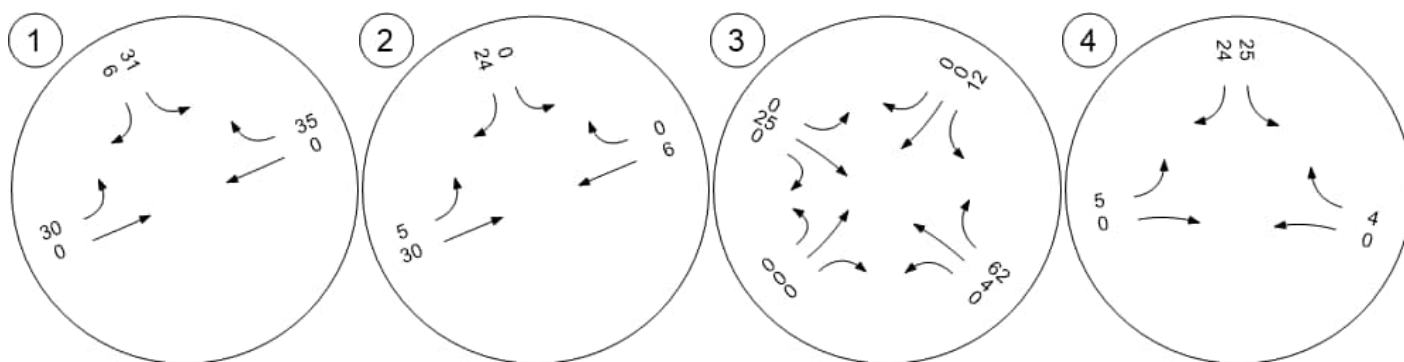
Traffic Volume - Base Volume



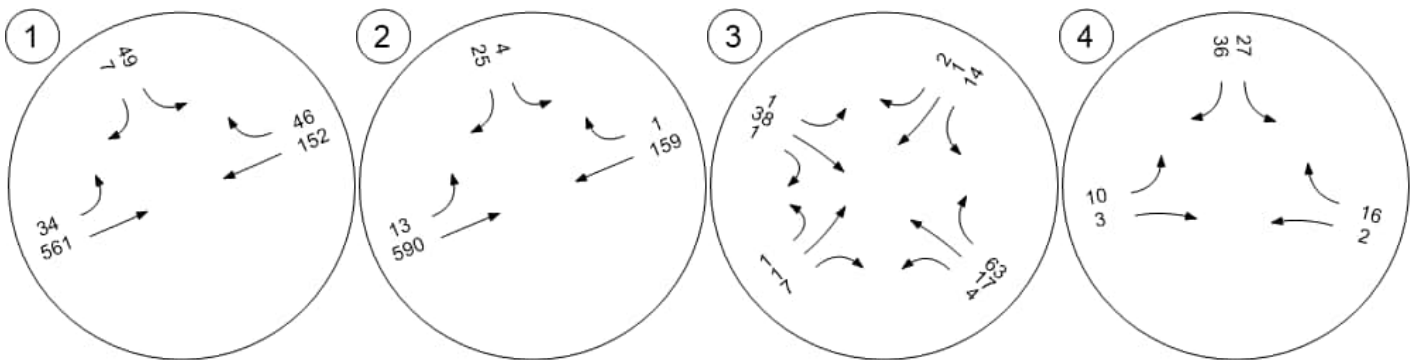
Traffic Volume - Future Background Volume



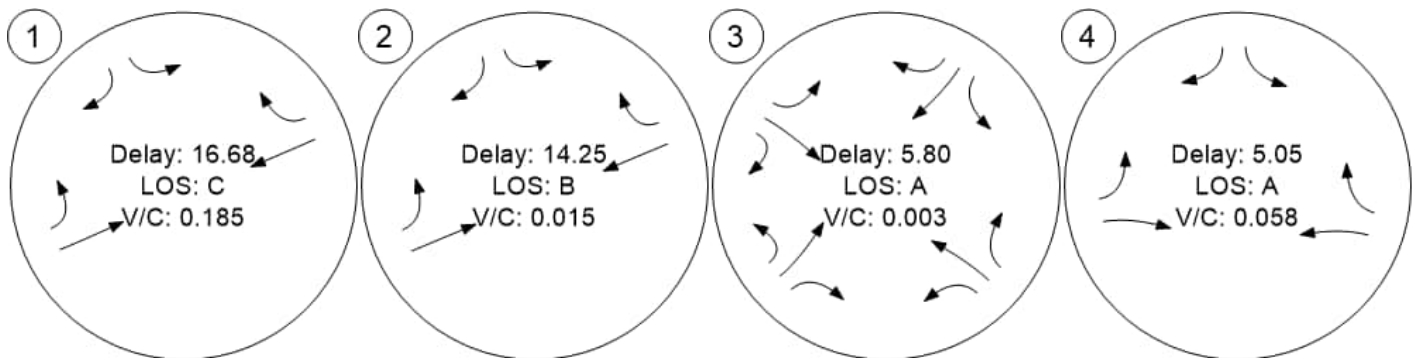
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



Fair Share - Fair Share % of Future Total - Zone 1: Zone

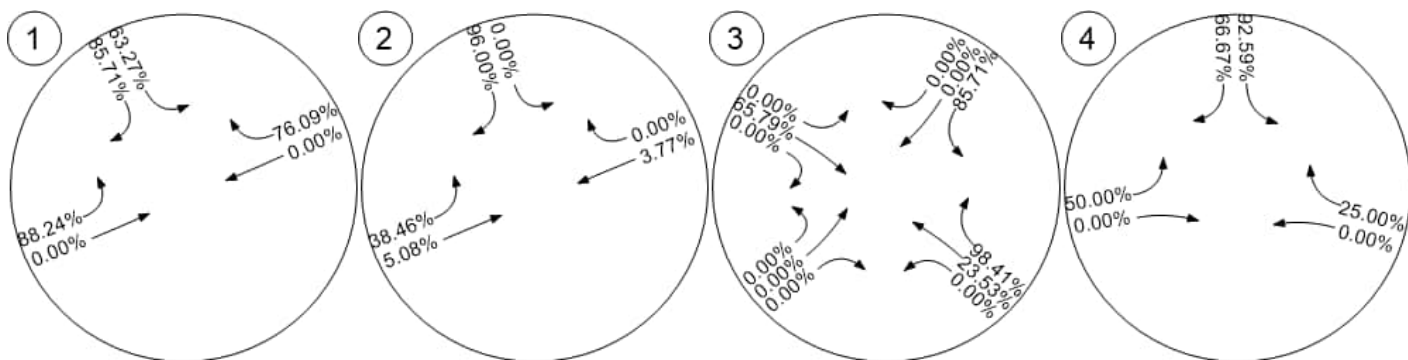


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Scenario 2 2026 Base

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.044	13.3	B
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.007	12.9	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Thru	0.002	4.6	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.015	4.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: River Circle North

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.044

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	14	3	3	309	384	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	14	3	3	320	397	22
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	1	89	110	8
Total Analysis Volume [veh/h]	20	4	4	356	441	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.33	11.45	8.38	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.00	4.00	0.28	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.02		0.09		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.40					
Intersection LOS	B					

Intersection Level Of Service Report Intersection 2: River Circle South

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 12.9
Level Of Service: B
Volume to Capacity (v/c): 0.007

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	2	4	2	308	384	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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	4	2	319	397	2
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	89	110	1
Total Analysis Volume [veh/h]	3	6	3	354	441	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.91	11.04	8.30	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.25	1.25	0.21	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.66		0.07		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	B					

Intersection Level Of Service Report Intersection 3: Elk Run & River Circle

Control Type: Two-way yield
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 4.6
Level Of Service: A
Volume to Capacity (v/c): 0.002

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	2	1	4	1	10	1	2	19	5
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	1	1	2	1	5	1	1	10	3
Total Analysis Volume [veh/h]	2	2	2	4	2	8	2	20	2	4	38	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.10	4.54	3.48	4.13	4.58	3.64	2.33	0.00	0.00	2.28	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.04	0.04	0.04	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.50	0.50	0.50	1.12	1.12	1.12	0.08	0.08	0.08	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	4.04			3.92			0.19			0.18		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.97											
Intersection LOS	A											

Intersection Level Of Service Report Intersection 4: Elk Run & River Circle

Control Type: Two-way yield
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 4.0
Level Of Service: A
Volume to Capacity (v/c): 0.015

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	7	9	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	7	9	5	3	2	12
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	5	3	2	1	6
Total Analysis Volume [veh/h]	14	18	10	6	4	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
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	0.01	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.02	3.67	2.32	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.44	2.44	0.42	0.42	0.00	0.00
d_A, Approach Delay [s/veh]	3.82		1.45		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.91					
Intersection LOS	A					

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Scenario 2 2026 Base

Report File: Z:\...\2026 PM Base Analysis.pdf

9/11/2025

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	14	3	3	320	397	22	759

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	2	4	2	319	397	2	726

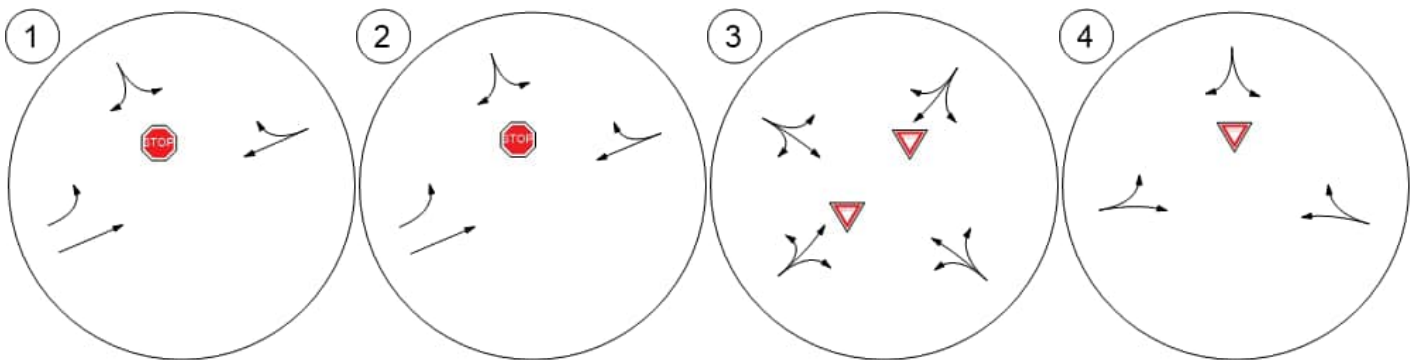
ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	1	2	1	4	1	10	1	2	19	5	48

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	7	9	5	3	2	12	38

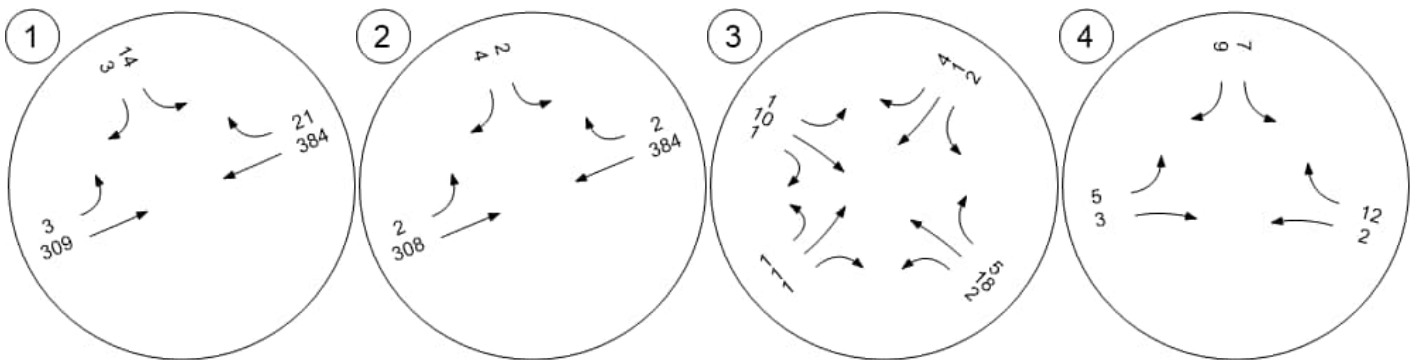
Study Intersections



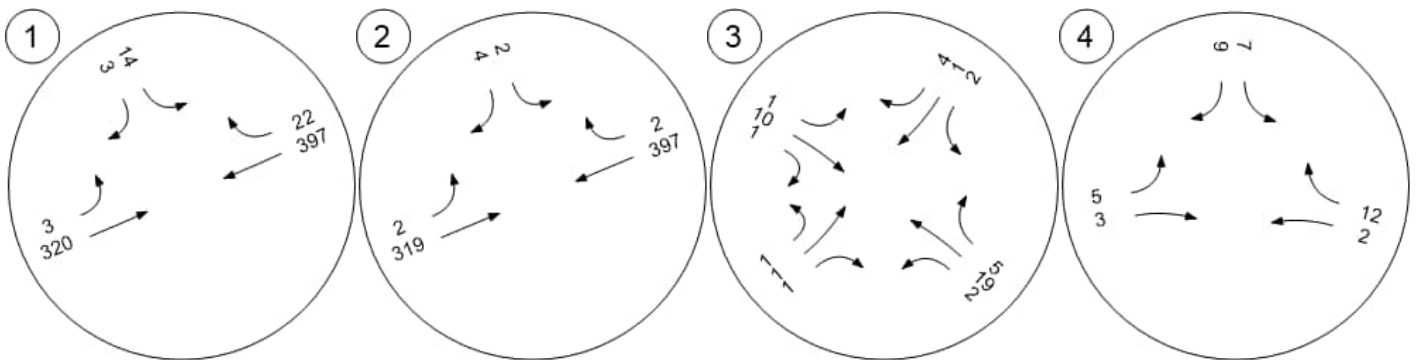
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 3 2026 Base W Trips

Report File: Z:\...\2026 PM Base Plus Project Analysis.pdf

9/11/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.125	14.9	B
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.007	13.4	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Thru	0.003	5.3	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.053	4.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: River Circle North

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.125

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	14	3	3	309	384	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	4	19	0	0	22
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]	37	7	22	320	397	44
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	3	8	89	110	16
Total Analysis Volume [veh/h]	53	10	31	356	441	63
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.02	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.86	12.52	8.57	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.49	0.49	0.09	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.34	12.34	2.30	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.49		0.69		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.24					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 2: River Circle South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.007

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	2	4	2	308	384	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	3	19	4	0
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	22	5	338	401	2
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	2	94	111	1
Total Analysis Volume [veh/h]	3	31	7	376	446	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.42	11.35	8.32	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.62	4.62	0.48	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.53		0.15		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 5.3
 Level Of Service: A
 Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬆			⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	9	0	0	0	18	0	0	2	39
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	11	1	4	1	28	1	2	20	44
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	6	1	2	1	14	1	1	10	22
Total Analysis Volume [veh/h]	2	2	2	22	2	8	2	56	2	4	40	88
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.61	5.26	3.65	4.85	5.28	4.07	2.49	0.00	0.00	2.36	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.12	0.12	0.12	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.56	0.56	0.56	2.99	2.99	2.99	0.08	0.08	0.08	0.19	0.19	0.19
d_A, Approach Delay [s/veh]	4.50			4.68			0.08			0.07		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.83											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.053

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	7	9	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.0400	1.0400	1.0400	1.0400	1.0400	1.0400
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	18	3	0	0	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]	25	27	8	3	2	14
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	14	4	2	1	7
Total Analysis Volume [veh/h]	50	54	16	6	4	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
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	0.05	0.05	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.77	4.35	2.35	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.35	0.35	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.70	8.70	0.67	0.67	0.00	0.00
d_A, Approach Delay [s/veh]	4.55		1.71		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.23					
Intersection LOS	A					

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Scenario 3 2026 Base W Trips

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Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	37	7	22	320	397	44	827

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	2	22	5	338	401	2	770

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	1	11	1	4	1	28	1	2	20	44	115

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	25	27	8	3	2	14	79

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Scenario 3 2026 Base W Trips

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	River Circle North	Final Base	14	3	3	309	384	21	734
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	23	4	19	0	0	22	68
		Other	0	0	0	0	0	0	0
		Future Total	37	7	22	320	397	44	827

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
2	River Circle South	Final Base	2	4	2	308	384	2	702
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	18	3	19	4	0	44
		Other	0	0	0	0	0	0	0
		Future Total	2	22	5	338	401	2	770

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	Final Base	1	1	1	2	1	4	1	10	1	2	18	5	47
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	9	0	0	0	18	0	0	2	39	68
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	1	1	11	1	4	1	28	1	2	20	44	115

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	Final Base	7	9	5	3	2	12	38
		Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	18	18	3	0	0	2	41
		Other	0	0	0	0	0	0	0
		Future Total	25	27	8	3	2	14	79

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Scenario 3 2026 Base W Trips

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Fair Share % of Future Total

Intersection 1: River Circle North							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	62.16%	57.14%	86.36%	0%	0%	50%	8.22%
Total	62.16%	57.14%	86.36%	0%	0%	50%	

Intersection 2: River Circle South							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0%	81.82%	60%	5.62%	1%	0%	5.71%
Total	0%	81.82%	60%	5.62%	1%	0%	

Intersection 3: Elk Run & River Circle													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	81.82%	0%	0%	0%	64.29%	0%	0%	10%	88.64%	59.13%
Total	0%	0%	0%	81.82%	0%	0%	0%	64.29%	0%	0%	10%	88.64%	

Intersection 4: Elk Run & River Circle							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	72%	66.67%	37.5%	0%	0%	14.29%	51.9%
Total	72%	66.67%	37.5%	0%	0%	14.29%	

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Scenario 3 2026 Base W Trips

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				0.720	130.000	49.00	51.00	0.00	46	48	94	100.00
Added Trips Total									46	48	94	100.00

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Scenario 3 2026 Base W Trips

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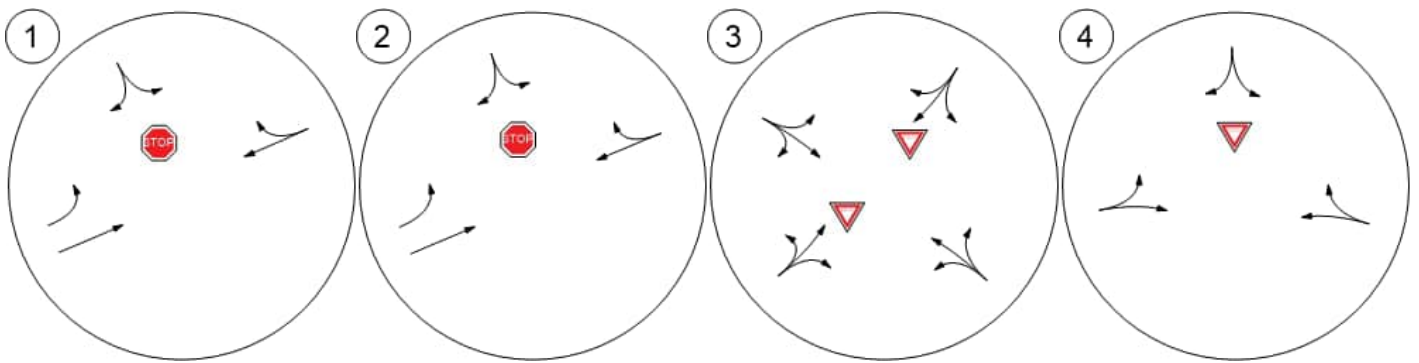
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	47.55	22	47.55	23
3: Gate	46.75	22	46.75	22
4: Gate	5.70	3	5.70	3
Total	100.00	47	100.00	48

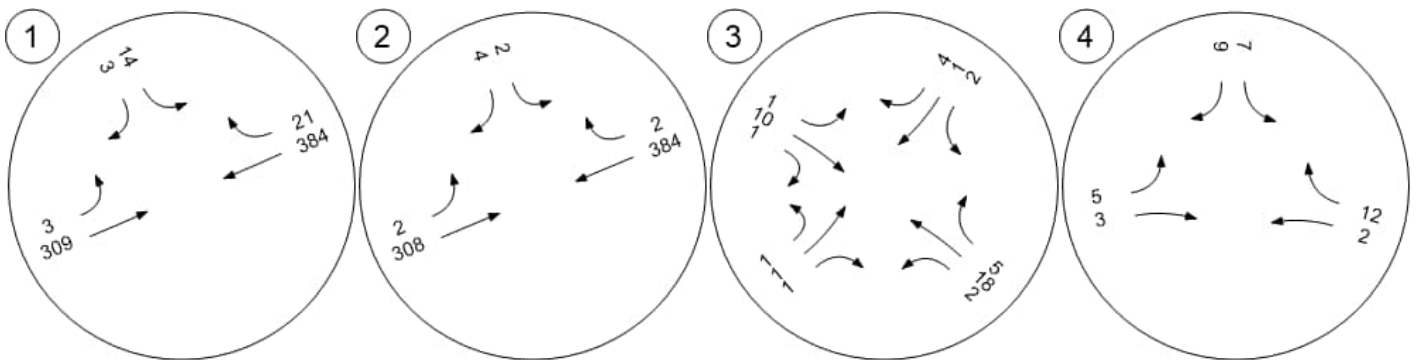
Study Intersections



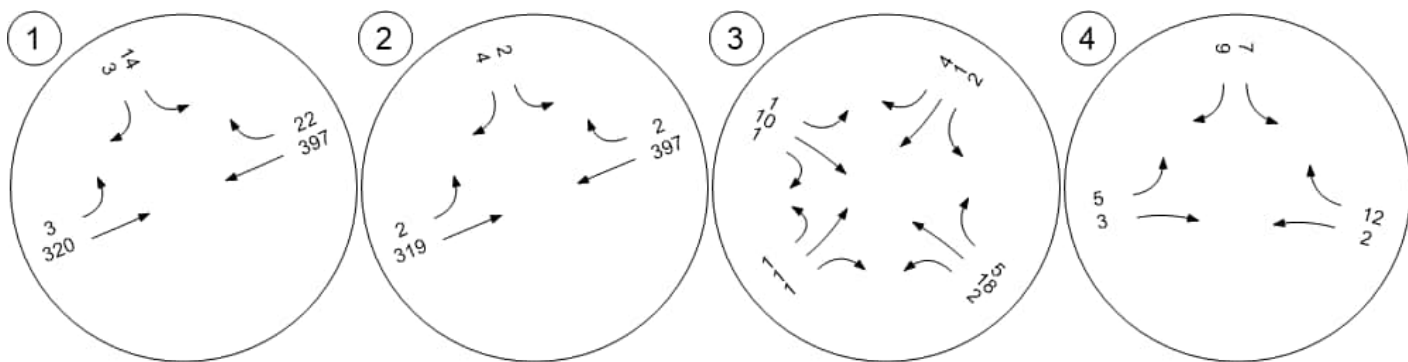
Lane Configuration and Traffic Control



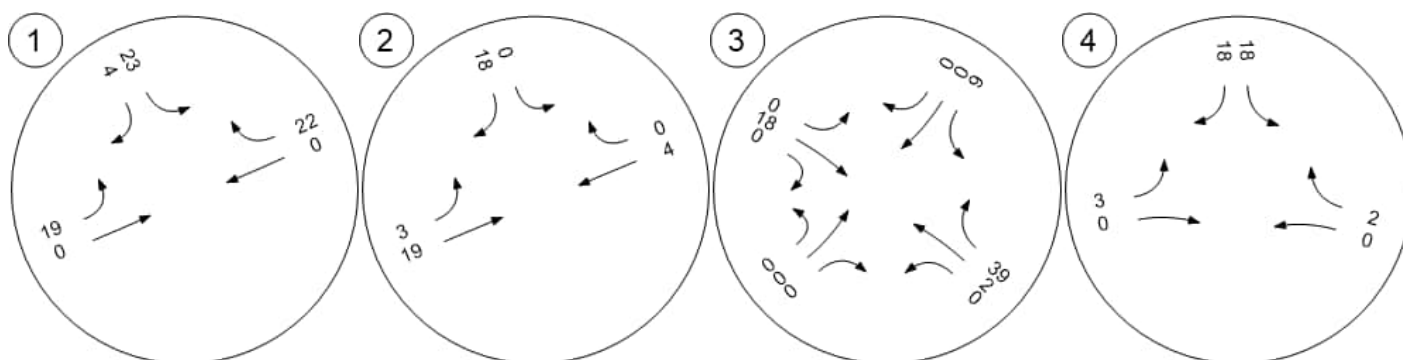
Traffic Volume - Base Volume



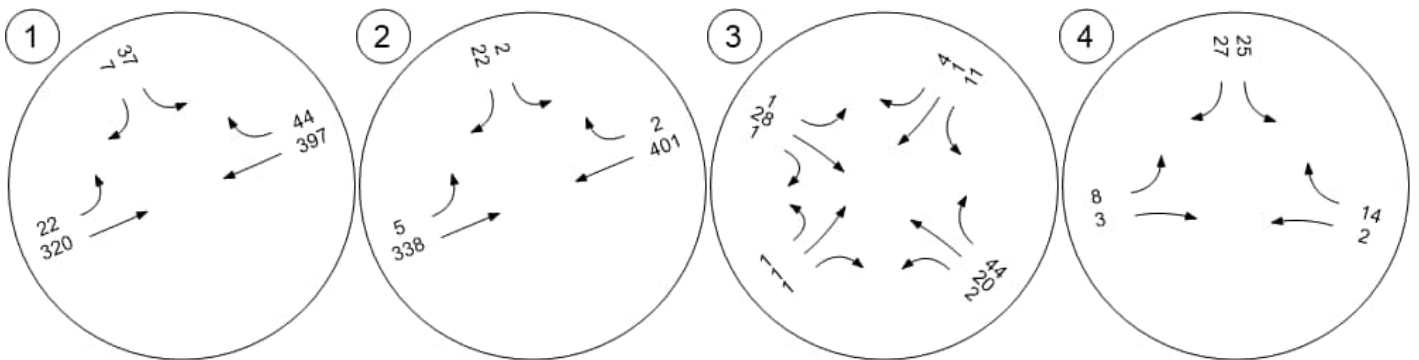
Traffic Volume - Future Background Volume



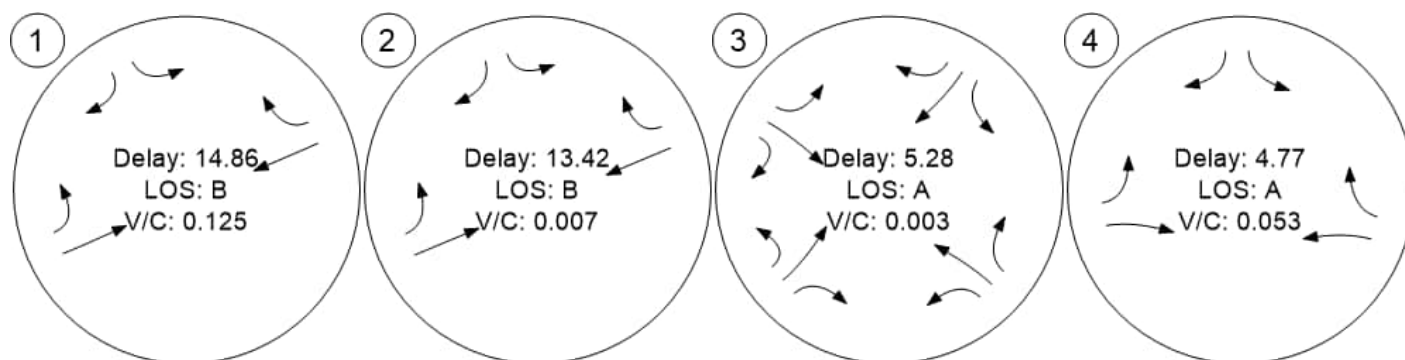
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



Fair Share - Fair Share % of Future Total - Zone 1: Zone

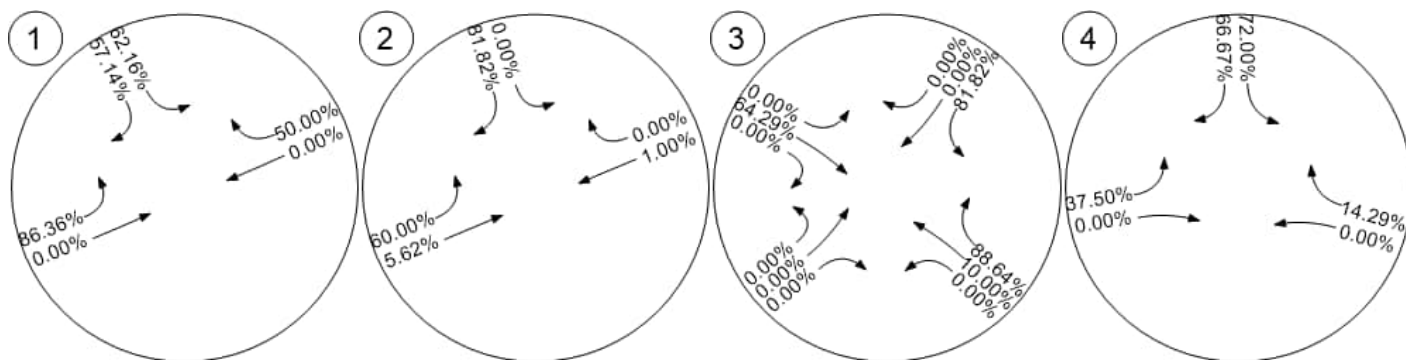


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Scenario 4 2032 Base

Report File: Z:\...\2032 AM Base Analysis.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.086	15.9	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.019	15.2	C
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.003	4.8	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.006	4.1	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: River Circle North

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 15.9
 Level Of Service: C
 Volume to Capacity (v/c): 0.086

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	17	1	4	542	147	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	8.00	8.00	8.00	8.00	8.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	22	1	5	688	187	14
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	2	191	52	5
Total Analysis Volume [veh/h]	31	1	7	764	208	20
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	15.88	10.39	7.77	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	7.09	7.09	0.40	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.71		0.07		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 2: River Circle South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 15.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.019

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	4	1	8	541	148	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	5	1	10	687	188	1
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	4	191	52	0
Total Analysis Volume [veh/h]	7	1	14	763	209	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	15.21	9.58	7.72	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.58	1.58	0.79	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.51		0.14		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 3: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬆			⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	9	3	1	3	1	17	1	5	17	1
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	5	2	1	2	1	9	1	3	9	1
Total Analysis Volume [veh/h]	2	2	18	6	2	6	2	34	2	10	34	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	4.34	4.77	3.67	4.38	4.71	3.62	2.30	0.00	0.00	2.33	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.07	0.05	0.05	0.05	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.70	1.70	1.70	1.17	1.17	1.17	0.08	0.08	0.08	0.42	0.42	0.42
d_A, Approach Delay [s/veh]	3.83			4.10			0.12			0.51		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.41											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.006

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	2	12	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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	15	6	4	3	15
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	8	3	2	2	8
Total Analysis Volume [veh/h]	6	30	12	8	6	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
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	0.01	0.03	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.11	3.72	2.34	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.70	2.70	0.50	0.50	0.00	0.00
d_A, Approach Delay [s/veh]	3.78		1.41		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.79					
Intersection LOS	A					

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Scenario 4 2032 Base

Report File: Z:\...\2032 AM Base Analysis.pdf

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Turning Movement Volume: Summary

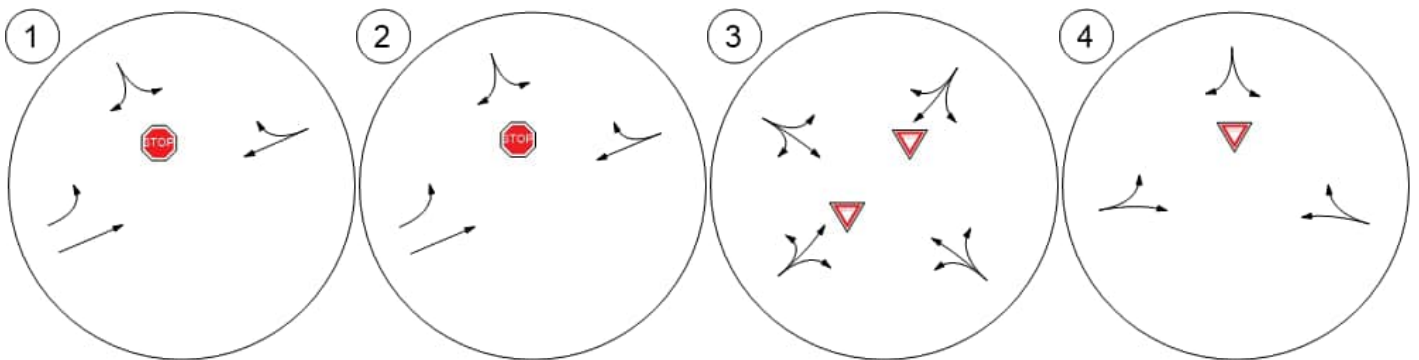
ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	22	1	5	688	187	14	917

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	5	1	10	687	188	1	892

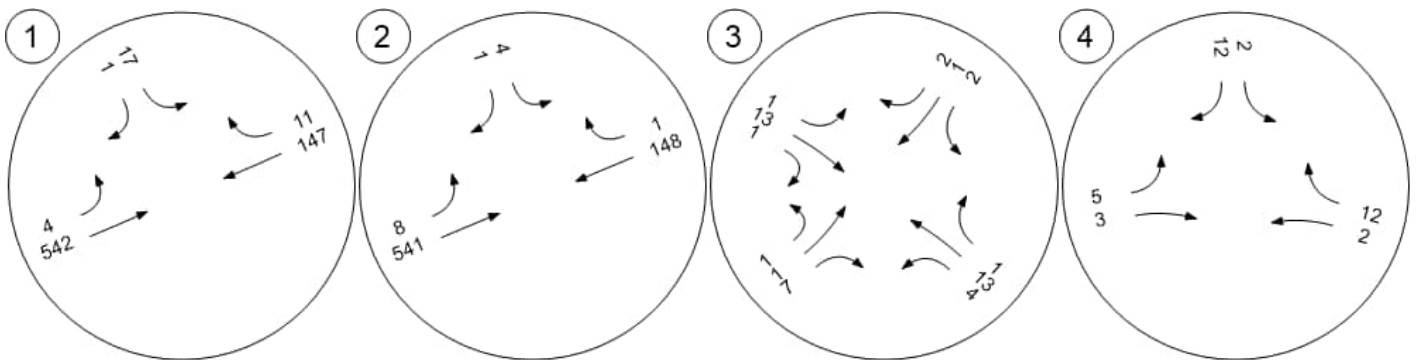
ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	9	3	1	3	1	17	1	5	17	1	60

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	3	15	6	4	3	15	46

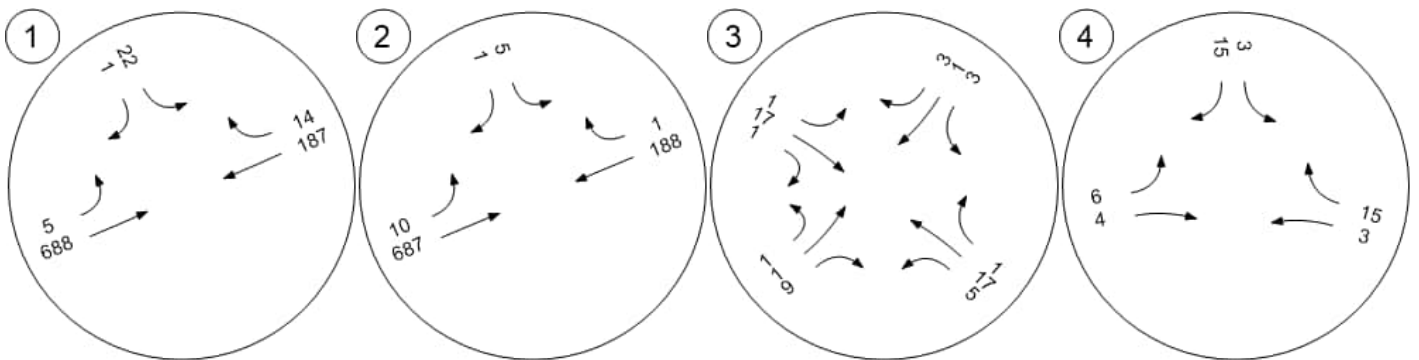
Lane Configuration and Traffic Control



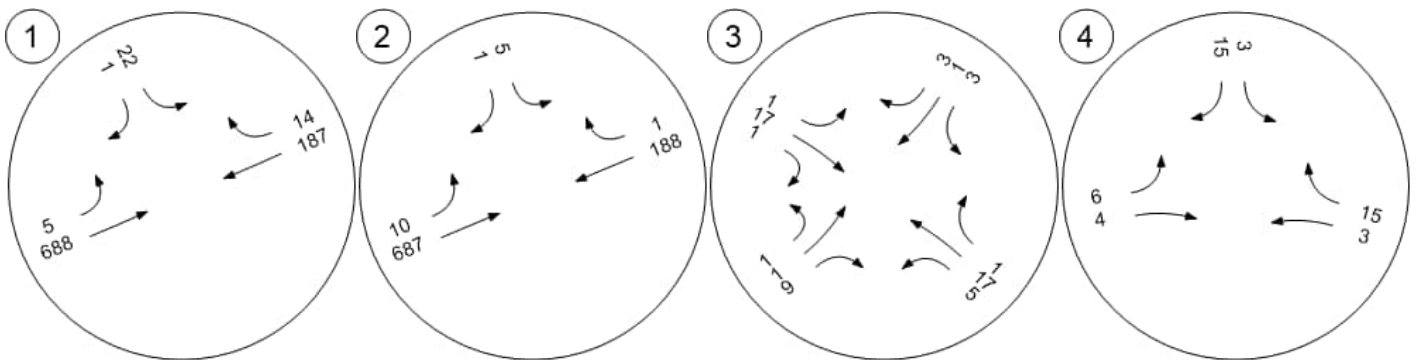
Traffic Volume - Base Volume



Traffic Volume - Future Background Volume



Traffic Volume - Future Total Volume



Traffic Conditions

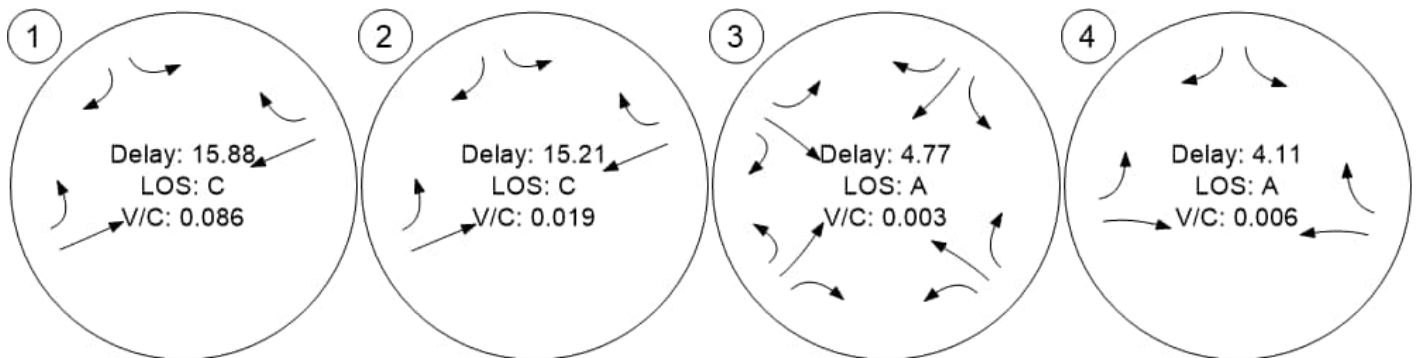


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Scenario 5 2032 Base W Trips

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.237	19.7	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.021	16.0	C
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	NB Thru	0.003	6.0	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.062	5.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: River Circle North

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 19.7
 Level Of Service: C
 Volume to Capacity (v/c): 0.237

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	17	1	4	542	147	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	31	6	30	0	0	35
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]	53	7	35	688	187	49
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	3	13	191	52	18
Total Analysis Volume [veh/h]	76	10	50	764	208	70
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.01	0.04	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	19.71	13.04	7.97	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.97	0.97	0.12	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	24.29	24.29	3.09	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	18.93		0.49		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.72					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 2: River Circle South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 16.0
 Level Of Service: C
 Volume to Capacity (v/c): 0.021

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	4	1	8	541	148	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	5	30	6	0
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]	5	25	15	717	194	1
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	9	5	199	54	0
Total Analysis Volume [veh/h]	7	36	21	797	216	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.02	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	15.98	9.80	7.75	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.19	5.19	1.20	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.81		0.20		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.58					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 3: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 6.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬆			⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	7	2	1	2	1	13	1	4	13	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	12	0	0	0	25	0	0	4	62
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	9	15	1	3	1	42	1	5	21	63
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	5	8	1	2	1	21	1	3	11	32
Total Analysis Volume [veh/h]	2	2	18	30	2	6	2	84	2	10	42	126
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.04	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	5.20	6.00	3.93	5.62	5.86	4.33	2.57	0.00	0.00	2.44	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.08	0.16	0.16	0.16	0.00	0.00	0.00	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.88	1.88	1.88	4.08	4.08	4.08	0.08	0.08	0.08	0.48	0.48	0.48
d_A, Approach Delay [s/veh]	4.23			5.42			0.06			0.14		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.01											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 5.2
 Level Of Service: A
 Volume to Capacity (v/c): 0.062

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	2	12	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	25	24	5	0	0	4
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]	28	39	11	4	3	19
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	20	6	2	2	10
Total Analysis Volume [veh/h]	56	78	22	8	6	38
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
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	0.06	0.07	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	5.21	4.69	2.40	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.47	0.47	0.04	0.04	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.75	11.75	0.93	0.93	0.00	0.00
d_A, Approach Delay [s/veh]	4.90		1.76		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.41					
Intersection LOS	A					

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Scenario 5 2032 Base W Trips

Report File: Z:\...\2032 AM Base Plus Project Analysis.pdf

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Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	53	7	35	688	187	49	1019

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	5	25	15	717	194	1	957

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	9	15	1	3	1	42	1	5	21	63	163

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	28	39	11	4	3	19	104

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Scenario 5 2032 Base W Trips

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Fair Share % of Future Total

Intersection 1: River Circle North							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	58.49%	85.71%	85.71%	0%	0%	71.43%	10.01%
Total	58.49%	85.71%	85.71%	0%	0%	71.43%	

Intersection 2: River Circle South							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0%	96%	33.33%	4.18%	3.09%	0%	6.79%
Total	0%	96%	33.33%	4.18%	3.09%	0%	

Intersection 3: Elk Run & River Circle													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	80%	0%	0%	0%	59.52%	0%	0%	19.05%	98.41%	63.19%
Total	0%	0%	0%	80%	0%	0%	0%	59.52%	0%	0%	19.05%	98.41%	

Intersection 4: Elk Run & River Circle							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	89.29%	61.54%	45.45%	0%	0%	21.05%	55.77%
Total	89.29%	61.54%	45.45%	0%	0%	21.05%	

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Scenario 5 2032 Base W Trips

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				1.070	130.000	53.00	47.00	0.00	74	65	139	100.00
Added Trips Total									74	65	139	100.00

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Scenario 5 2032 Base W Trips

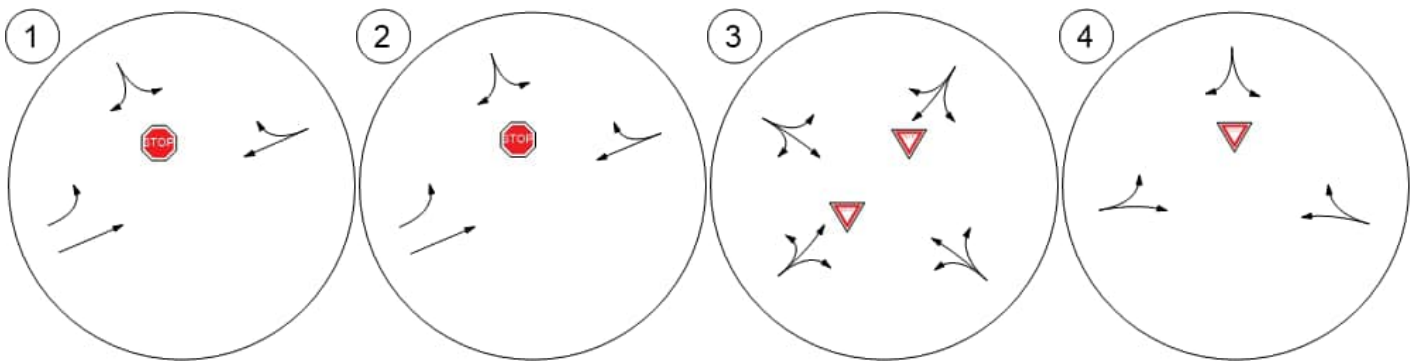
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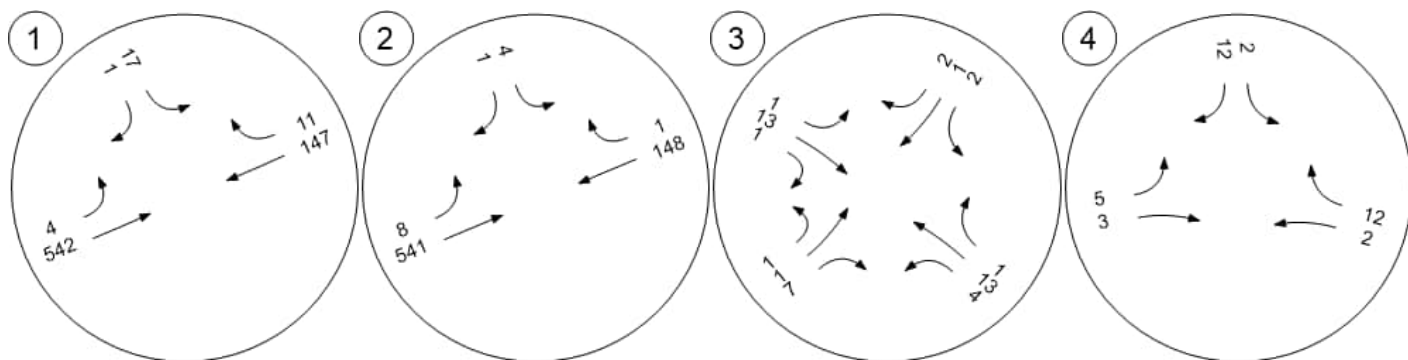
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	47.55	35	47.55	31
3: Gate	46.75	35	46.75	30
4: Gate	5.70	4	5.70	4
Total	100.00	74	100.00	65

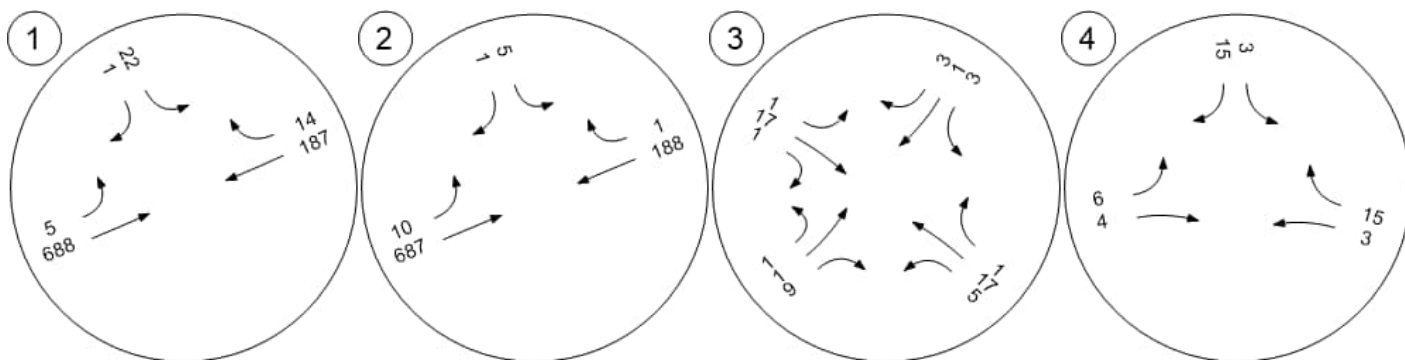
Lane Configuration and Traffic Control



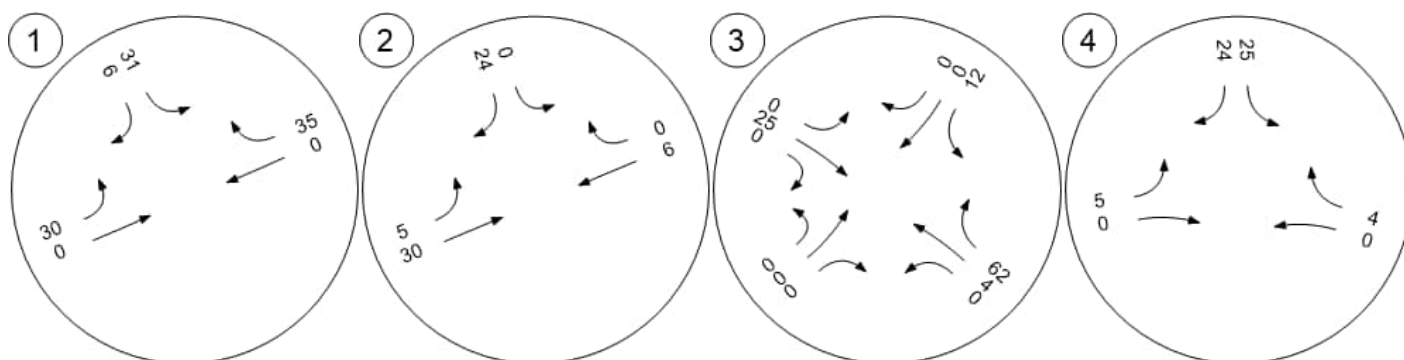
Traffic Volume - Base Volume



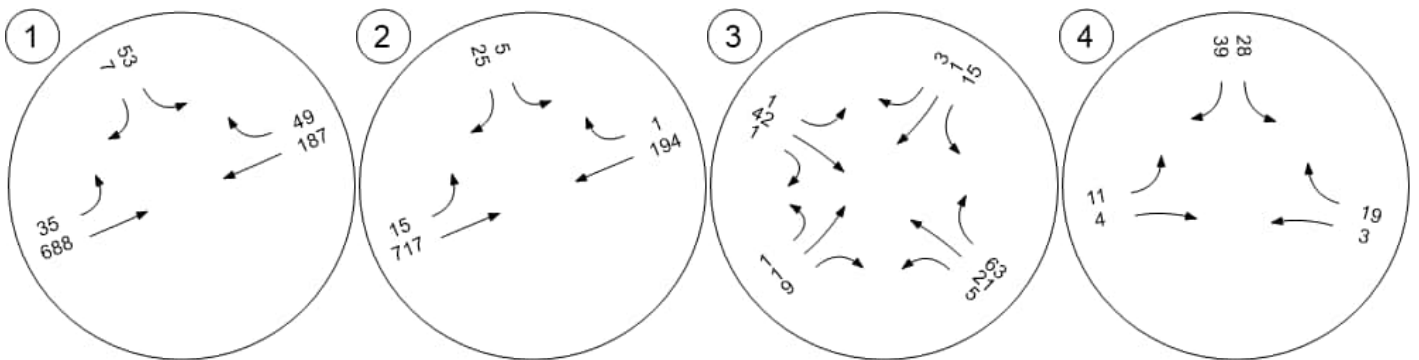
Traffic Volume - Future Background Volume



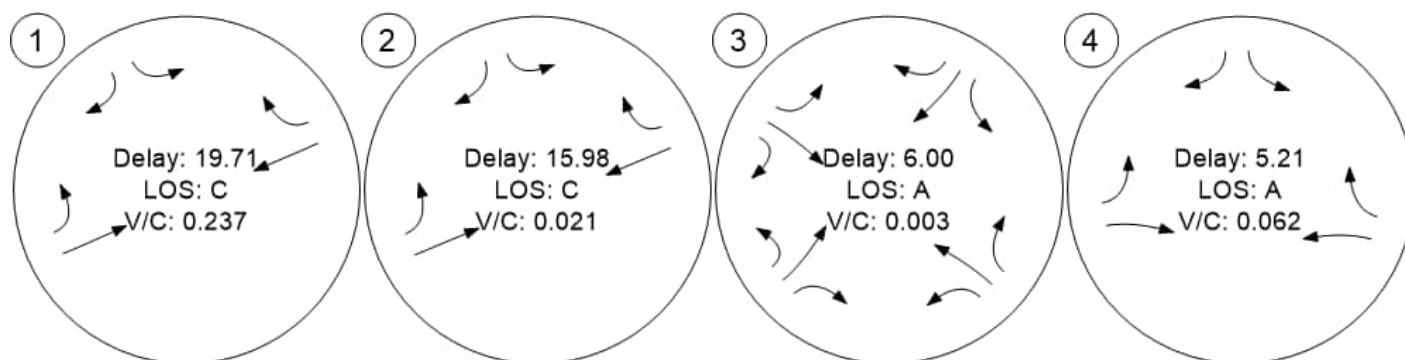
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



Fair Share - Fair Share % of Future Total - Zone 1: Zone

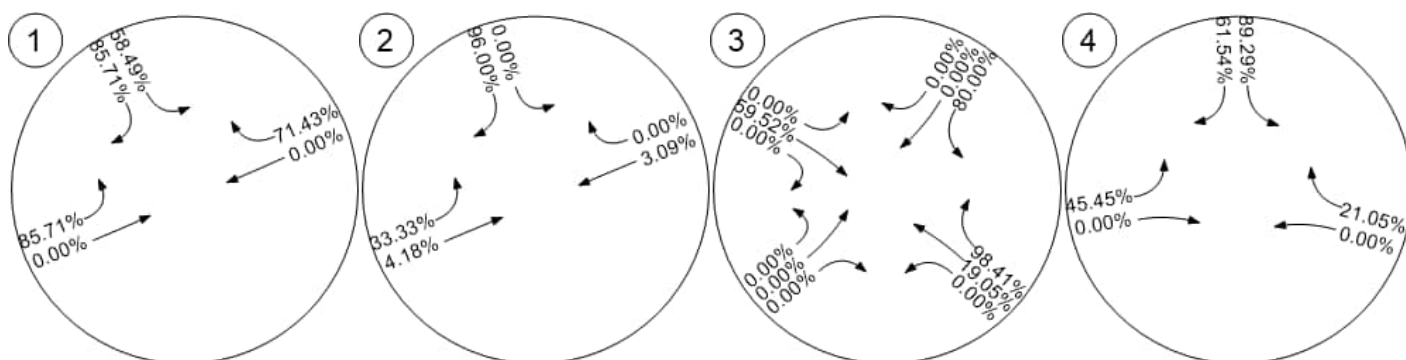


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Scenario 4 2032 Base

Report File: Z:\...\2032 PM Base Analysis.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.067	15.1	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.010	14.2	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Thru	0.003	4.7	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.019	4.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: River Circle North

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 15.1
 Level Of Service: C
 Volume to Capacity (v/c): 0.067

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	14	3	3	309	384	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	8.00	8.00	8.00	8.00	8.00	8.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	18	4	4	392	488	27
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	1	109	136	10
Total Analysis Volume [veh/h]	26	6	6	436	542	39
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.07	12.74	8.76	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	6.39	6.39	0.47	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.63		0.12		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	C					

Intersection Level Of Service Report Intersection 2: River Circle South

Control Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 14.2
Level Of Service: B
Volume to Capacity (v/c): 0.010

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	2	4	2	308	384	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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	5	3	391	488	3
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	1	109	136	1
Total Analysis Volume [veh/h]	4	7	4	434	542	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.23	11.96	8.60	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.01	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.78	1.78	0.30	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.78		0.08		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	B					

Intersection Level Of Service Report Intersection 3: Elk Run & River Circle

Control Type: Two-way yield
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 4.7
Level Of Service: A
Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬆			⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	3	1	5	1	13	1	3	23	6
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	2	1	3	1	7	1	2	12	3
Total Analysis Volume [veh/h]	2	2	2	6	2	10	2	26	2	6	46	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.24	4.66	3.50	4.29	4.74	3.73	2.35	0.00	0.00	2.30	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.06	0.06	0.06	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.51	0.51	0.51	1.47	1.47	1.47	0.08	0.08	0.08	0.26	0.26	0.26
d_A, Approach Delay [s/veh]	4.13			4.03			0.16			0.22		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.98											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.2
 Level Of Service: A
 Volume to Capacity (v/c): 0.019

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	7	9	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
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]	9	11	6	4	3	15
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	6	3	2	2	8
Total Analysis Volume [veh/h]	18	22	12	8	6	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
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	0.02	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.16	3.77	2.34	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.02	0.02	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.12	3.12	0.50	0.50	0.00	0.00
d_A, Approach Delay [s/veh]	3.94		1.41		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.94					
Intersection LOS	A					

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Scenario 4 2032 Base

Report File: Z:\...\2032 PM Base Analysis.pdf

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Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	18	4	4	392	488	27	933

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	3	5	3	391	488	3	893

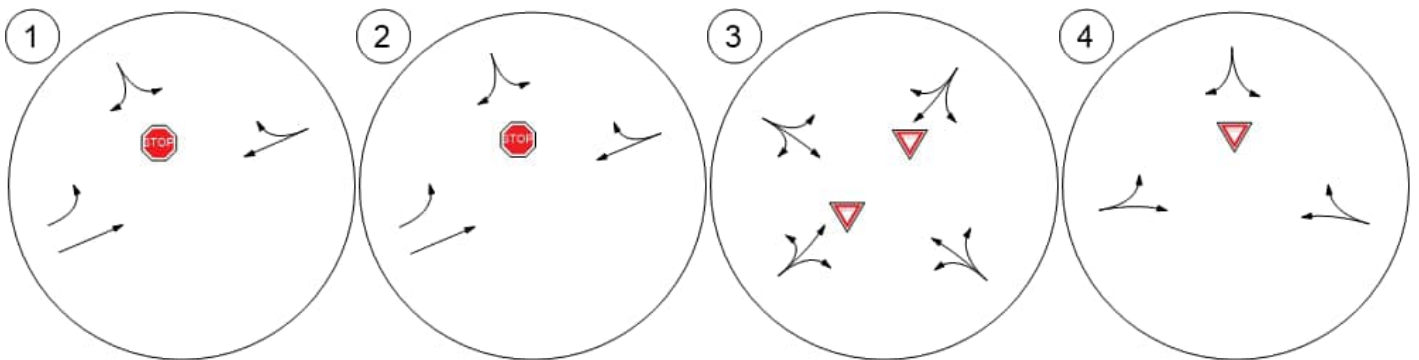
ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	1	3	1	5	1	13	1	3	23	6	59

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	9	11	6	4	3	15	48

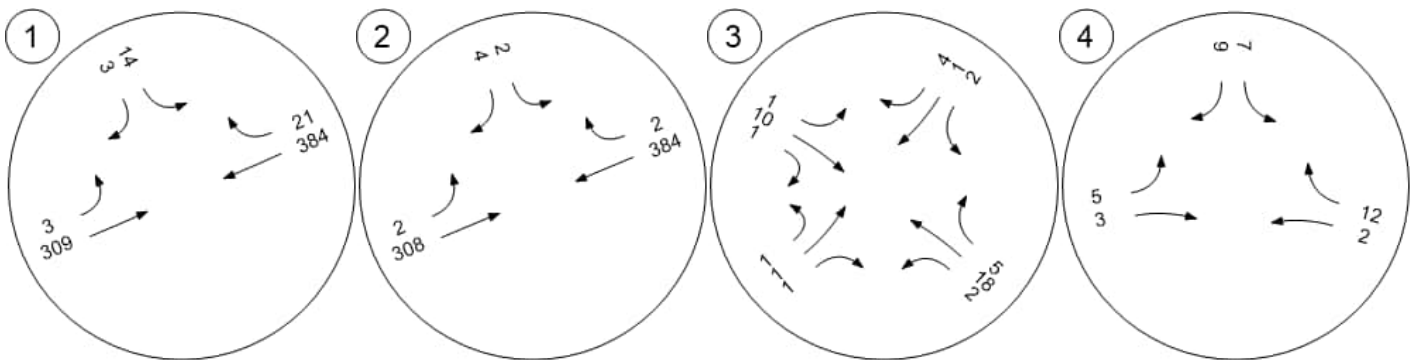
Study Intersections



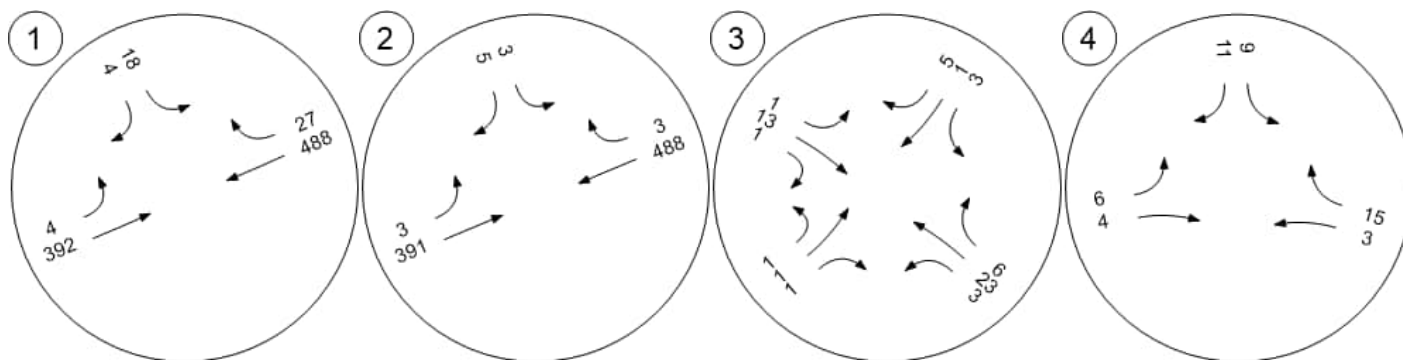
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 5 2032 Base W Trips

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	River Circle North	Two-way stop	HCM 7th Edition	SB Left	0.163	17.0	C
2	River Circle South	Two-way stop	HCM 7th Edition	SB Left	0.010	14.9	B
3	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Thru	0.003	5.5	A
4	Elk Run & River Circle	Two-way yield	HCM 7th Edition	SB Left	0.058	4.9	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: River Circle North

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 17.0
 Level Of Service: C
 Volume to Capacity (v/c): 0.163

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	14	3	3	309	384	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	4	19	0	0	22
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]	41	8	23	392	488	49
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	3	8	109	136	18
Total Analysis Volume [veh/h]	59	11	33	436	542	70
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.02	0.03	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	17.05	14.20	8.93	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.67	0.67	0.11	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.65	16.65	2.70	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.60		0.63		0.00	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	1.27					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 2: River Circle South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.010

Intersection Setup

Name	River Circle		Hwy 89		Hwy 89	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	River Circle		Hwy 89		Hwy 89	
Base Volume Input [veh/h]	2	4	2	308	384	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	6.00	6.00	6.00	6.00	6.00	6.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	3	19	4	0
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	23	6	410	492	3
Peak Hour Factor	0.7000	0.7000	0.7000	0.9000	0.9000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	2	114	137	1
Total Analysis Volume [veh/h]	4	33	9	456	547	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	Yes		
Number of Storage Spaces in Median	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.01	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	14.90	12.38	8.64	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.03	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.87	5.87	0.68	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.65		0.17		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 5.5
 Level Of Service: A
 Volume to Capacity (v/c): 0.003

Intersection Setup

Name	Town Hall			Elk Run			River Circle			River Circle		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⬆			⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Town Hall			Elk Run			River Circle			River Circle		
Base Volume Input [veh/h]	1	1	1	2	1	4	1	10	1	2	18	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	9	0	0	0	18	0	0	2	39
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	1	12	1	5	1	31	1	3	25	45
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	6	1	3	1	16	1	2	13	23
Total Analysis Volume [veh/h]	2	2	2	24	2	10	2	62	2	6	50	90
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.78	5.42	3.68	5.07	5.48	4.18	2.51	0.00	0.00	2.38	0.00	0.00
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.02	0.14	0.14	0.14	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.57	0.57	0.57	3.46	3.46	3.46	0.08	0.08	0.08	0.28	0.28	0.28
d_A, Approach Delay [s/veh]	4.62			4.84			0.08			0.10		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.87											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: Elk Run & River Circle

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.058

Intersection Setup

Name	Elk Run		River Circle		River Circle	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Elk Run		River Circle		River Circle	
Base Volume Input [veh/h]	7	9	5	3	2	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	3.00	3.00	3.00	3.00	3.00
Growth Factor	1.2700	1.2700	1.2700	1.2700	1.2700	1.2700
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	18	3	0	0	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]	27	29	9	4	3	17
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	15	5	2	2	9
Total Analysis Volume [veh/h]	54	58	18	8	6	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Yield	Free	Free
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	0.06	0.06	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	4.93	4.46	2.37	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.38	0.38	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.58	9.58	0.76	0.76	0.00	0.00
d_A, Approach Delay [s/veh]	4.69		1.64		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.19					
Intersection LOS	A					

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Scenario 5 2032 Base W Trips

Report File: Z:\...\2032 PM Base Plus Project Analysis.pdf

9/11/2025

Turning Movement Volume: Summary

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
1	River Circle North	41	8	23	392	488	49	1001

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
2	River Circle South	3	23	6	410	492	3	937

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	1	1	1	12	1	5	1	31	1	3	25	45	127

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	27	29	9	4	3	17	89

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Scenario 5 2032 Base W Trips

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9/11/2025

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
1	River Circle North	Final Base	14	3	3	309	384	21	734
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	23	4	19	0	0	22	68
		Other	0	0	0	0	0	0	0
		Future Total	41	8	23	392	488	49	1001

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
2	River Circle South	Final Base	2	4	2	308	384	2	702
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	18	3	19	4	0	44
		Other	0	0	0	0	0	0	0
		Future Total	3	23	6	410	492	3	937

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	Elk Run & River Circle	Final Base	1	1	1	2	1	4	1	10	1	2	18	5	47
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	9	0	0	0	18	0	0	2	39	68
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	1	1	12	1	5	1	31	1	3	25	45	127

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
4	Elk Run & River Circle	Final Base	7	9	5	3	2	12	38
		Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	18	18	3	0	0	2	41
		Other	0	0	0	0	0	0	0
		Future Total	27	29	9	4	3	17	89

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Scenario 5 2032 Base W Trips

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Fair Share % of Future Total

Intersection 1: River Circle North							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	56.1%	50%	82.61%	0%	0%	44.9%	6.79%
Total	56.1%	50%	82.61%	0%	0%	44.9%	

Intersection 2: River Circle South							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	0%	78.26%	50%	4.63%	0.81%	0%	4.7%
Total	0%	78.26%	50%	4.63%	0.81%	0%	

Intersection 3: Elk Run & River Circle													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1: Zone	0%	0%	0%	75%	0%	0%	0%	58.06%	0%	0%	8%	86.67%	53.54%
Total	0%	0%	0%	75%	0%	0%	0%	58.06%	0%	0%	8%	86.67%	

Intersection 4: Elk Run & River Circle							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
1: Zone	66.67%	62.07%	33.33%	0%	0%	11.76%	46.07%
Total	66.67%	62.07%	33.33%	0%	0%	11.76%	

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Scenario 5 2032 Base W Trips

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				0.720	130.000	49.00	51.00	0.00	46	48	94	100.00
Added Trips Total									46	48	94	100.00

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Scenario 5 2032 Base W Trips

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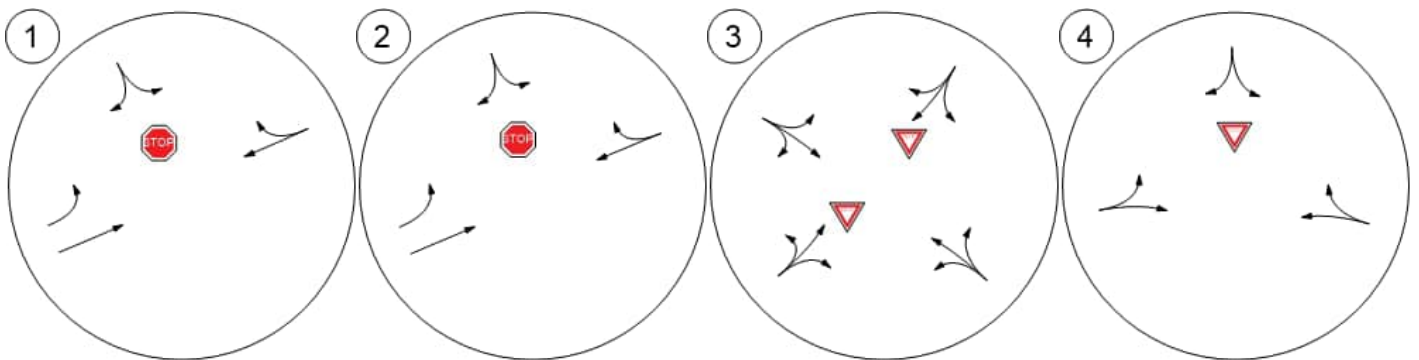
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	47.55	22	47.55	23
3: Gate	46.75	22	46.75	22
4: Gate	5.70	3	5.70	3
Total	100.00	47	100.00	48

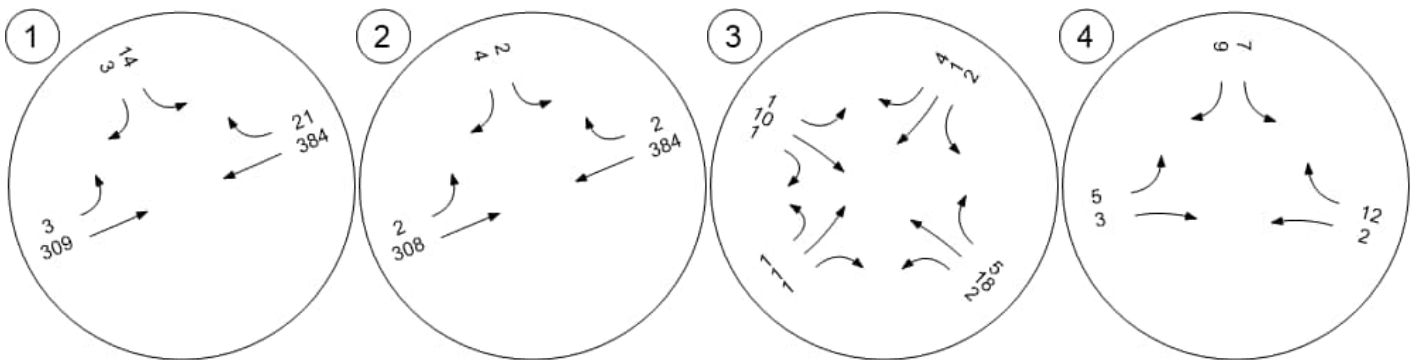
Study Intersections



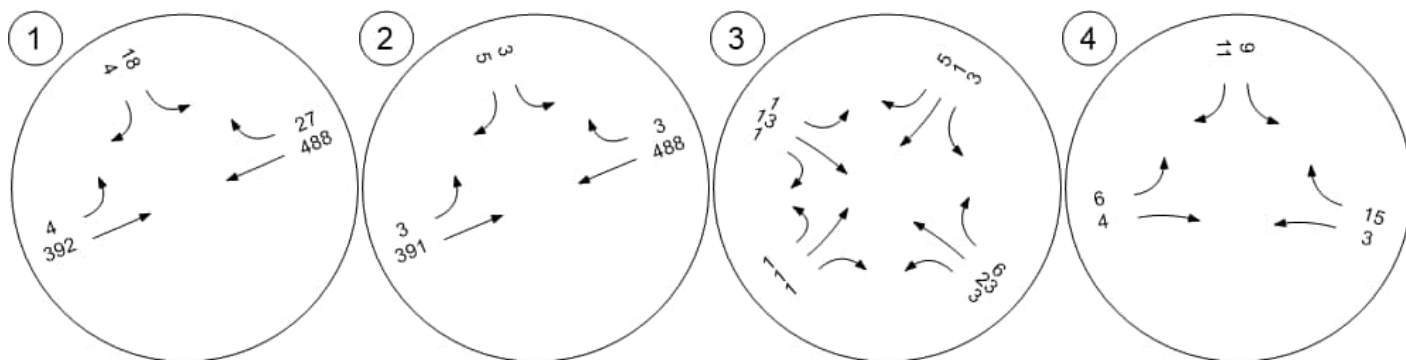
Lane Configuration and Traffic Control



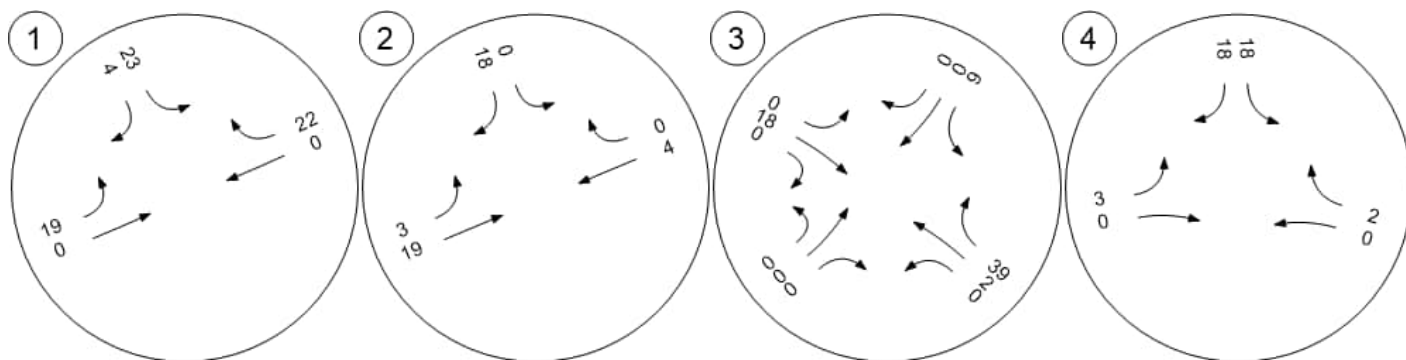
Traffic Volume - Base Volume



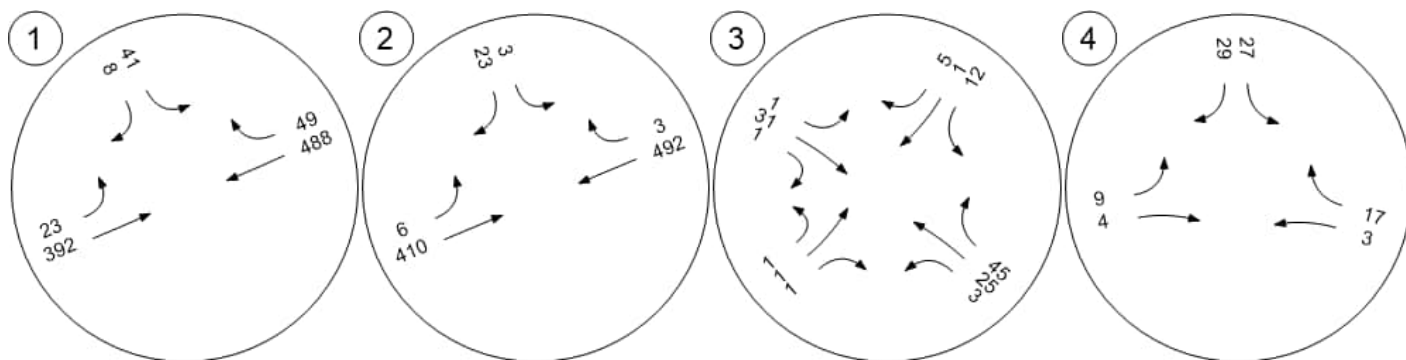
Traffic Volume - Future Background Volume



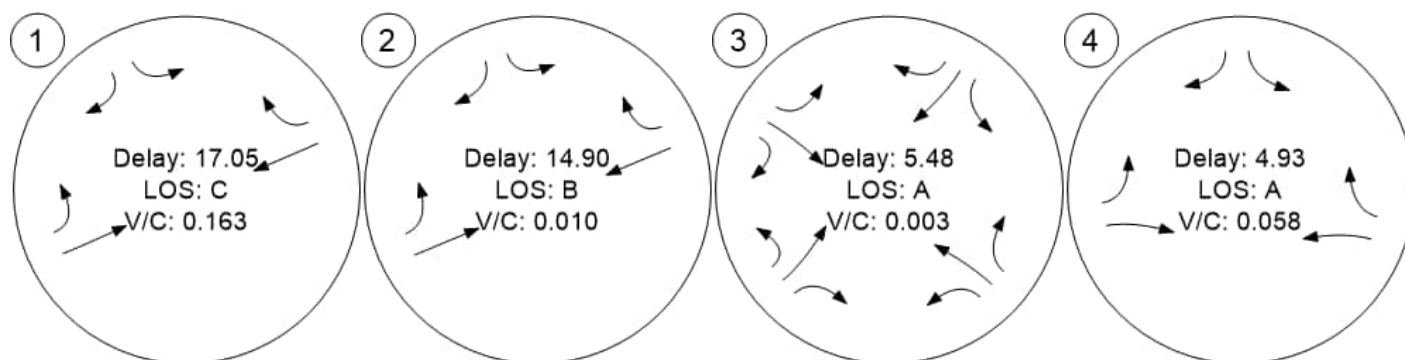
Traffic Volume - Net New Site Trips



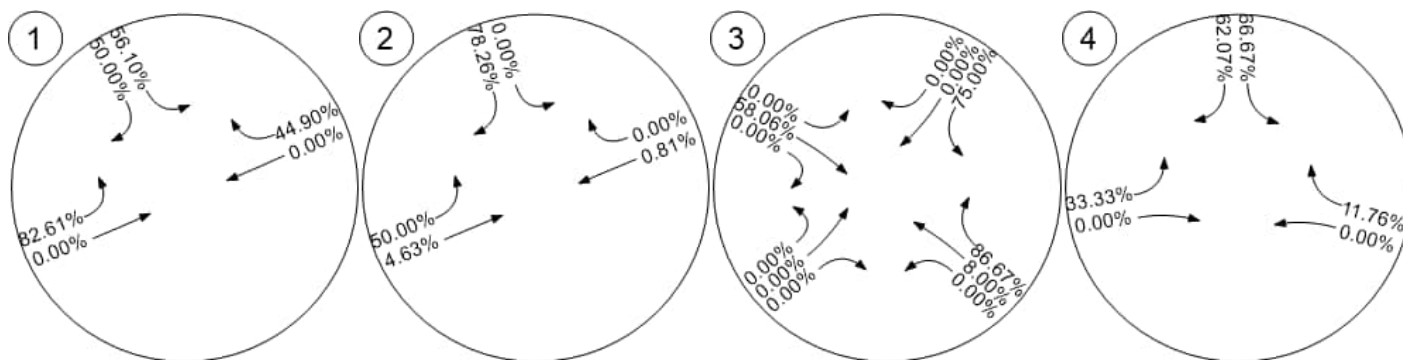
Traffic Volume - Future Total Volume



Traffic Conditions



Fair Share - Fair Share % of Future Total - Zone 1: Zone



Appendix C – Signal Warrants

WYOMING DEPARTMENT OF TRANSPORTATION TRAFFIC SIGNAL WARRANTS

Calc by Levi Calc Date 09/12/25

Alpine		Lincoln
CITY	DIST	CO

Chk by _____ Count Date Projected 2032Major Street Highway 89 Posted Approach Speed 35 mph Lanes: 1Minor Street River Circle North Posted Approach Speed 25 mph Lanes: 1

Critical speed of major street traffic > 40 mph -----

☐

OR

In built up area of isolated community of <= 10,000 pop. with no existing signals -----

☐

WARRANT 1 - Eight-Hour Vehicular Volume

Condition A - Minimum Vehicular Volume

WARRANT SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	7 AM	8 AM	12 PM	1 PM	2 PM	3 PM	4 PM	6 PM
Both Approaches Major Street	1	500	845	892	801	903	877	846	923	1196
Highest Approach Minor Street	1	150	51	37	40	48	47	53	33	35
Warrant Volume Met?			No	No	No	No	No	No	No	No

Condition B - Interruption of Continuous Traffic

WARRANT SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	7 AM	8 AM	12 PM	1 PM	2 PM	3 PM	4 PM	6 PM
Both Approaches Major Street	1	750	845	892	801	903	877	846	923	1196
Highest Approach Minor Street	1	75	51	37	40	48	47	53	33	35
Warrant Volume Met?			No	No	No	No	No	No	No	No

Combination of Conditions "A" and "B"

BOTH SATISFIED YES ☐ NO ☒

Condition "A"

A" SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	7 AM	8 AM	12 PM	1 PM	2 PM	3 PM	4 PM	6 PM
Both Approaches Major Street	1	400	845	892	801	903	877	846	923	1196
Highest Approach Minor Street	1	120	51	37	40	48	47	53	33	35
Warrant Volume Met?			No	No	No	No	No	No	No	No

Condition "B"

B" SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	7 AM	8 AM	12 PM	1 PM	2 PM	3 PM	4 PM	6 PM
Both Approaches Major Street	1	600	845	892	801	903	877	846	923	1196
Highest Approach Minor Street	1	60	51	37	40	48	47	53	33	35
Warrant Volume Met?			No	No	No	No	No	No	No	No

WYOMING DEPARTMENT OF TRANSPORTATION TRAFFIC SIGNAL WARRANTS

WARRANT 2 - Four-Hour Vehicular Volume

SATISFIED* YES ☐ NO ☒

Approach Lanes			7 AM	8 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
A - Two or more	A	Both Approaches - Major Street	845	892	903	877	846	923	1014	1196
B - One	B	Highest Approach - Minor Street	51	37	48	47	53	33	32	35
Does plotted point fall above curve on Figure 4C-1?			No	No	No	No	No	No	No	No

*Refer to MUTCD Figure 4C-1 to determine if this warrant is satisfied

WARRANT 3 - Peak Hour

Condition "A" (for the same 1 hour of an average day)

SATISFIED* YES ☐ NO ☒

1. The total STOPPED delay experienced on one minor street approach controlled by a STOP sign equals or exceeds: 4 veh/hrs for a 1-lane approach; or 5 veh/hrs for a 2-lane approach, Ave Delay/Veh N/A Ave Delay/Veh N/A Ave Delay/Veh N/A AND								FULFILLED	
								Yes ☐	No ☒
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes. (Actual volume 53, Hour Beginning 3 PM) AND								Yes ☐	No ☒
3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four or more approaches. (Actual volume 899)								Yes ☒	No ☐

Condition "B"

SATISFIED* YES ☐ NO ☒

Approach Lanes			7 AM	8 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
A - Two or more	A	Both Approaches - Major Street	845	892	903	877	846	923	1014	1196
B - One	B	Highest Approach - Minor Street	51	37	48	47	53	33	32	35
Does plotted point fall above curve on Figure 4C-3?			No	No	No	No	No	No	No	No

*Refer to MUTCD Figure 4C-3 to determine if this warrant is satisfied

WARRANT 4 - Pedestrian Volume

Posted speed of major street traffic > 35 mph? ☒ No

4-HOUR WARRANT SATISFIED YES ☐ NO ☒

1-HOUR WARRANT SATISFIED YES ☐ NO ☒

	8 AM	9 AM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM
Vehicular Volume, Major Street - Total Both Approaches ^a	892	878	903	877	846	923	1014	1196
Total Pedestrians Crossing Major Street	0	0	0	0	0	0	0	0
Does plotted point fall above curve on Figure 4C-5?	No	No	No	No	No	No	No	No
Does plotted point fall above curve on Figure 4C-7?	No	No	No	No	No	No	No	No

^a Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.

NOTE: This warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 ft., unless the proposed traffic control signal will not restrict the progressive movement of traffic.

WARRANT 5 - School Crossing

Not Applicable ☒

See School Crossing Warrant Sheet ☐

WYOMING DEPARTMENT OF TRANSPORTATION TRAFFIC SIGNAL WARRANTS

WARRANT 6 - Coordinated Signal System

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENT	DISTANCE TO NEAREST SIGNAL	FULFILLED
Greater than 1000 ft	N 5789 ft S _____ ft E _____ ft W _____ ft	Yes ☐ No ☒
A. ON A ONE-WAY STREET OR A STREET THAT HAS TRAFFIC PREDOMINANTLY IN ONE DIRECTION, THE ADJACENT TRAFFIC CONTROL SIGNALS ARE SO FAR APART THAT THEY DO NOT PROVIDE THE NECESSARY DEGREE OF VEHICULAR PLATOONING;		OR Yes ☐ No ☒
B. ON A TWO-WAY STREET, ADJACENT TRAFFIC CONTROL SIGNALS DO NOT PROVIDE THE NECESSARY DEGREE OF VEHICULAR PLATOONING AND THE PROPOSED AND ADJACENT TRAFFIC CONTROL SIGNALS WILL COLLECTIVELY PROVIDE A PROGRESSIVE OPERATION.		

WARRANT 7 - Crash Experience

SATISFIED YES ☐ NO ☒

A. ADEQUATE TRIAL OF ALTERNATIVES WITH SATISFACTORY OBSERVANCE AND ENFORCEMENT HAS FAILED TO REDUCE THE CRASH FREQUENCY;		AND		FULFILLED	
				Yes ☐ No ☒	
B. MINIMUM REQUIREMENT		NUMBER OF CRASHES			
5 OR MORE CRASHES IN 12 MONTHS				AND	
				Yes ☐ No ☒	
C. ONE WARRANT SATISFIED AT 80%	WARRANT 1A - MINIMUM VEHICULAR VOLUME			Yes	No ☒
	WARRANT 1B - INTERRUPTION OF CONTINUOUS TRAFFIC			Yes	No ☒
	WARRANT 4 - PEDESTRIAN VOLUME			Yes	No ☒

WARRANT 8 - Roadway Network

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENT			FULFILLED
Total entering volume equals 1000 vehicles or more per/hr			FULFILLED
A. DURING TYPICAL WEEKDAY PEAK HOUR 1231 VEH/HOUR HAS 5-YEAR PROJECTED VOLUMES, BASED ON AN ENGINEERING STUDY, THAT MEET ONE OR MORE OF WARRANTS 1, 2, AND 3 DURING AN AVERAGE WEEKDAY;		AND OR	Yes ☐ No ☒
B. DURING EACH OF ANY 5 HRS OF A SATURDAY OR SUNDAY EXCEED 1,000 VEH/HOUR			Yes ☐ No ☒
CHARACTERISTICS OF MAJOR ROUTES	MAJOR	MINOR	
A. IT IS PART OF THE STREET OR HIGHWAY SYSTEM THAT SERVES AS THE PRINCIPAL ROADWAY NETWORK FOR THROUGH TRAFFIC FLOW;	☒	☐	
OR			
B. IT INCLUDES RURAL OR SUBURBAN HIGHWAYS OUTSIDE, ENTERING, OR TRAVERSING A CITY	☒	☐	
OR			
C. IT APPEARS AS A MAJOR ROUTE ON AN OFFICIAL PLAN, SUCH AS A MAJOR STREET PLAN IN AN URBAN AREA TRAFFIC AND TRANSPORTATION STUDY.	☒	☐	
ANY MAJOR ROUTE CHARACTERISTICS MET FOR BOTH STREETS Yes ☐ No ☒			

WARRANT 9 - Intersection Near a Grade Crossing

Not Applicable ☒

See Intersection Near a Grade Crossing Warrant Sheet ☐

Volumes Used for This Signal Warrant Study

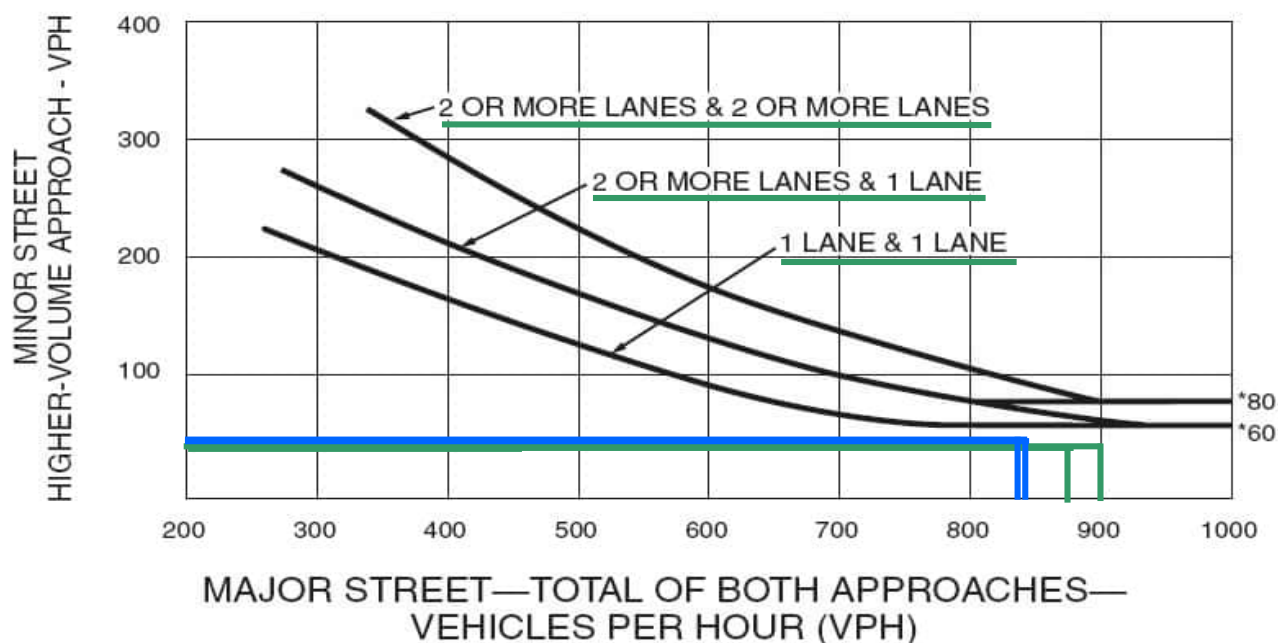
	Major Street Totals (Both Approaches)	Minor Street Totals (Highest Approach)	Pedestrians Across Major Street
6:00-7:00 am	367	3	0
7:00-8:00 am	845	51	0
8:00-9:00 am	892	37	0
9:00-10:00 am	878	30	0
10:00-11:00 am	845	17	0
11:00-12:00 n	803	21	0
12:00-1:00 pm	801	40	0
1:00-2:00 pm	903	48	0
2:00-3:00 pm	877	47	0
3:00-4:00 pm	846	53	0
4:00-5:00 pm	923	33	0
5:00-6:00 pm	1014	32	0
6:00-7:00 pm	1196	35	0

AVERAGE STOPPED TIME BY APPROACH FOR MINOR STREET

	EB	WB
6:00-7:00 am		
7:00-8:00 am		
8:00-9:00 am		
9:00-10:00 am		
10:00-11:00 am		
11:00-12:00 n		
12:00-1:00 pm		
1:00-2:00 pm		
2:00-3:00 pm		
3:00-4:00 pm		
4:00-5:00 pm		
5:00-6:00 pm		
6:00-7:00 pm		

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

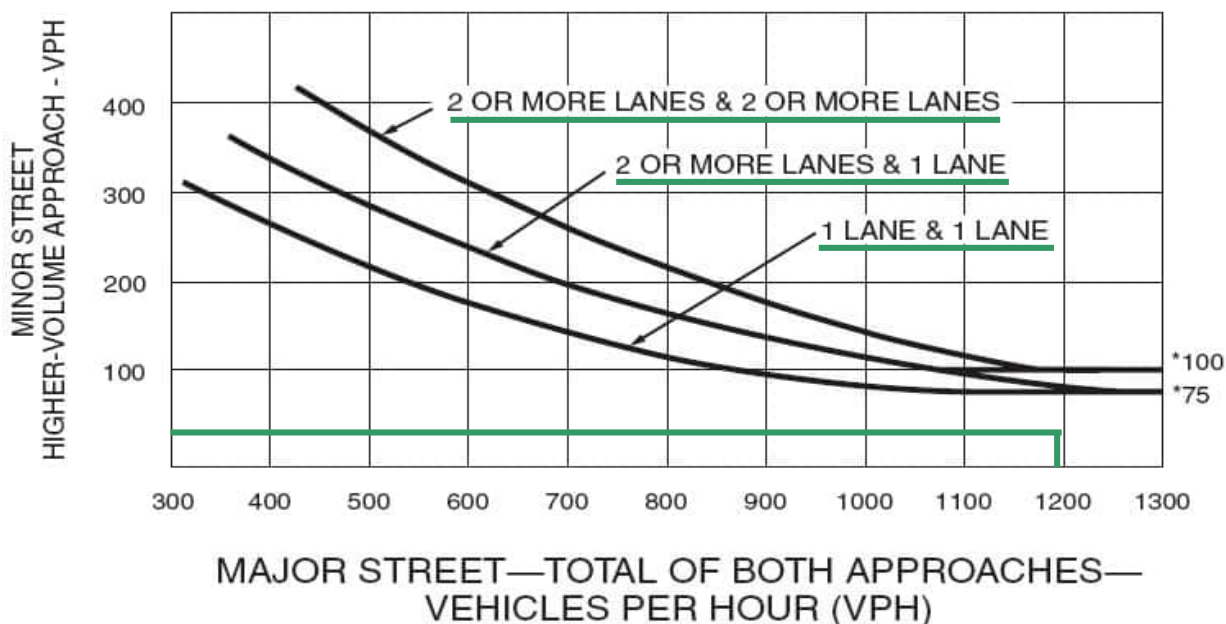
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



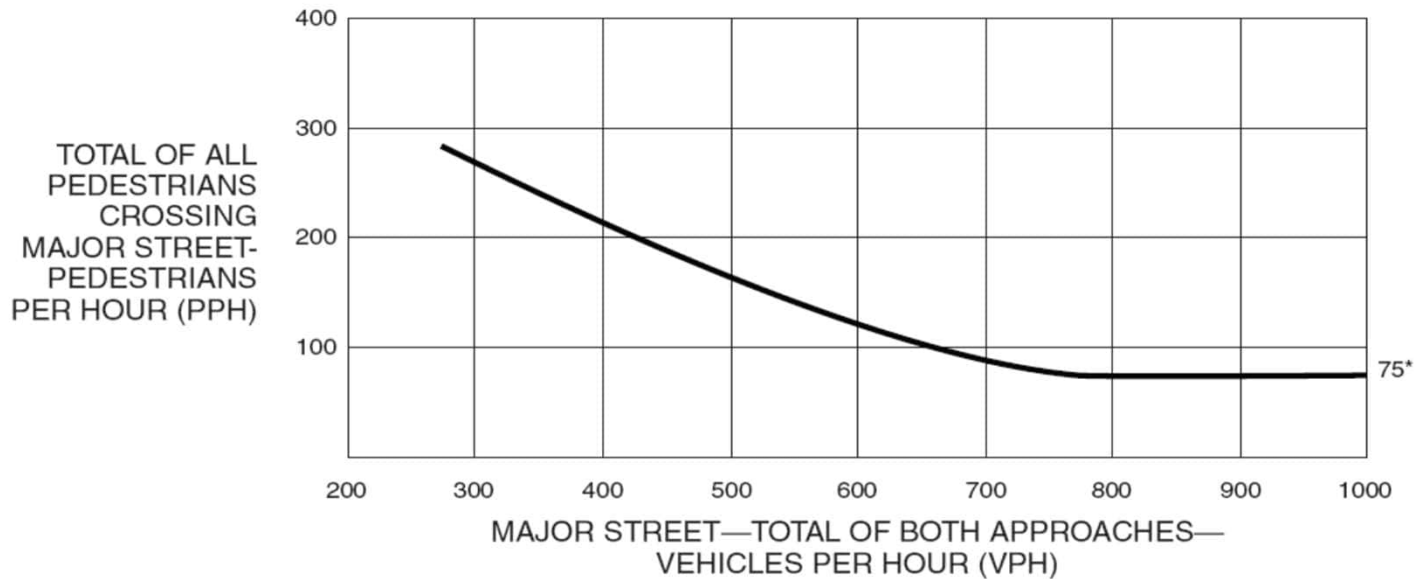
*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

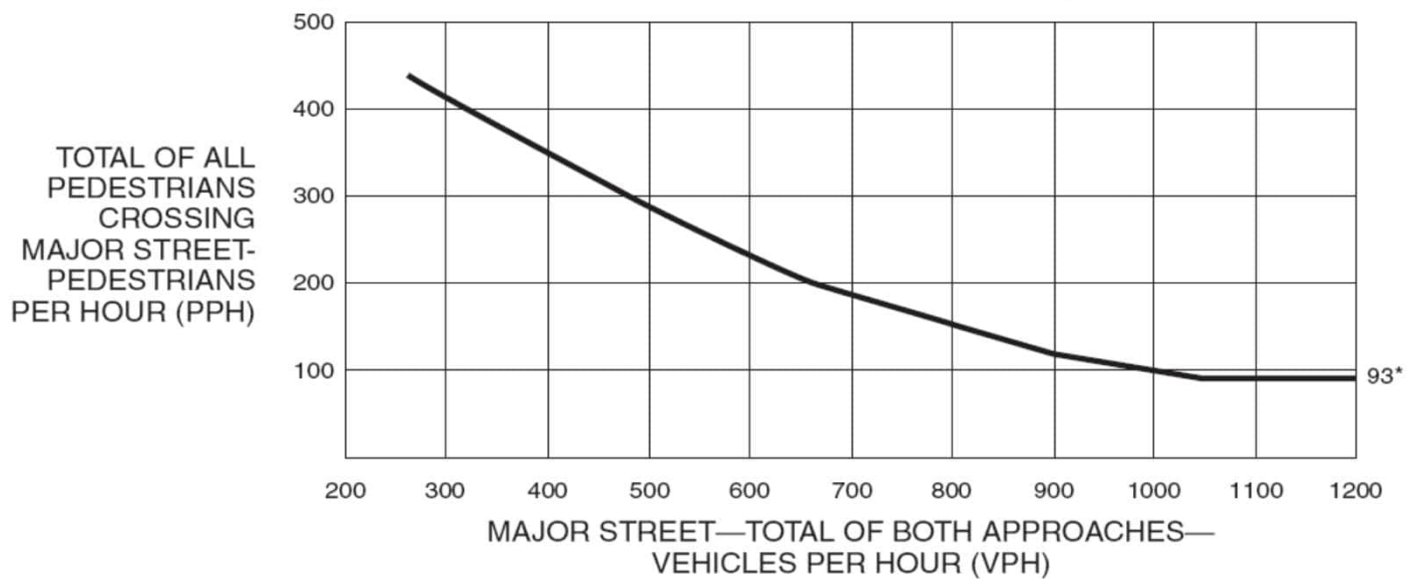
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

*Note: 75 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

*Note: 93 pph applies as the lower threshold volume.

WYOMING DEPARTMENT OF TRANSPORTATION TRAFFIC SIGNAL WARRANTS

Calc by Levi Calc Date 09/10/25

North of Etna
CITY DIST CO

Chk by _____ Count Date Projected 2032Major Street Highway 89 Posted Approach Speed 35 mph Lanes: 1Minor Street River Circle North Posted Approach Speed 25 mph Lanes: 1

Critical speed of major street traffic > 40 mph -----

☐

OR

In built up area of isolated community of <= 10,000 pop. with no existing signals -----

☒

WARRANT 1 - Eight-Hour Vehicular Volume

Condition A - Minimum Vehicular Volume

WARRANT SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	8 AM	9 AM	12 PM	1 PM	2 PM	3 PM	5 PM	6 PM
Both Approaches Major Street	1	350	883	876	797	901	868	805	1011	1194
Highest Approach Minor Street	1	105	28	29	39	47	44	26	30	34
Warrant Volume Met?			No	No	No	No	No	No	No	No

Condition B - Interruption of Continuous Traffic

WARRANT SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	8 AM	9 AM	12 PM	1 PM	2 PM	3 PM	5 PM	6 PM
Both Approaches Major Street	1	525	883	876	797	901	868	805	1011	1194
Highest Approach Minor Street	1	53	28	29	39	47	44	26	30	34
Warrant Volume Met?			No	No	No	No	No	No	No	No

Combination of Conditions "A" and "B"

BOTH SATISFIED YES ☐ NO ☒

Condition "A"

A" SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	8 AM	9 AM	12 PM	1 PM	2 PM	3 PM	5 PM	6 PM
Both Approaches Major Street	1	280	883	876	797	901	868	805	1011	1194
Highest Approach Minor Street	1	84	28	29	39	47	44	26	30	34
Warrant Volume Met?			No	No	No	No	No	No	No	No

Condition "B"

B" SATISFIED YES ☐ NO ☒

	APPROACH LANES	WARRANT VOLUME	8 AM	9 AM	12 PM	1 PM	2 PM	3 PM	5 PM	6 PM
Both Approaches Major Street	1	420	883	876	797	901	868	805	1011	1194
Highest Approach Minor Street	1	42	28	29	39	47	44	26	30	34
Warrant Volume Met?			No	No	No	Yes	Yes	No	No	No

See School Crossing Warrant Sheet ☐

WYOMING DEPARTMENT OF TRANSPORTATION TRAFFIC SIGNAL WARRANTS

WARRANT 6 - Coordinated Signal System

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENT	DISTANCE TO NEAREST SIGNAL	FULFILLED
Greater than 1000 ft	N 5789 ft S _____ ft E _____ ft W _____ ft	Yes ☐ No ☒
A. ON A ONE-WAY STREET OR A STREET THAT HAS TRAFFIC PREDOMINANTLY IN ONE DIRECTION, THE ADJACENT TRAFFIC CONTROL SIGNALS ARE SO FAR APART THAT THEY DO NOT PROVIDE THE NECESSARY DEGREE OF VEHICULAR PLATOONING;		OR Yes ☐ No ☒
B. ON A TWO-WAY STREET, ADJACENT TRAFFIC CONTROL SIGNALS DO NOT PROVIDE THE NECESSARY DEGREE OF VEHICULAR PLATOONING AND THE PROPOSED AND ADJACENT TRAFFIC CONTROL SIGNALS WILL COLLECTIVELY PROVIDE A PROGRESSIVE OPERATION.		Yes ☐ No ☒

WARRANT 7 - Crash Experience

SATISFIED YES ☐ NO ☒

A. ADEQUATE TRIAL OF ALTERNATIVES WITH SATISFACTORY OBSERVANCE AND ENFORCEMENT HAS FAILED TO REDUCE THE CRASH FREQUENCY;		AND		FULFILLED	
				Yes ☐ No ☒	
B. MINIMUM REQUIREMENT		NUMBER OF CRASHES			
5 OR MORE CRASHES IN 12 MONTHS				AND	
				Yes ☐ No ☒	
C. ONE WARRANT SATISFIED AT 80%	WARRANT 1A - MINIMUM VEHICULAR VOLUME			Yes	No ☒
	WARRANT 1B - INTERRUPTION OF CONTINUOUS TRAFFIC			Yes	No ☒
	WARRANT 4 - PEDESTRIAN VOLUME			Yes	No ☒

WARRANT 8 - Roadway Network

SATISFIED YES ☐ NO ☒

MINIMUM REQUIREMENT			FULFILLED
Total entering volume equals 1000 vehicles or more per/hr			FULFILLED
A. DURING TYPICAL WEEKDAY PEAK HOUR 1228 VEH/HOUR HAS 5-YEAR PROJECTED VOLUMES, BASED ON AN ENGINEERING STUDY, THAT MEET ONE OR MORE OF WARRANTS 1, 2, AND 3 DURING AN AVERAGE WEEKDAY;		AND OR	Yes ☐ No ☒
B. DURING EACH OF ANY 5 HRS OF A SATURDAY OR SUNDAY EXCEED 1,000 VEH/HOUR			Yes ☐ No ☒
CHARACTERISTICS OF MAJOR ROUTES	MAJOR	MINOR	
A. IT IS PART OF THE STREET OR HIGHWAY SYSTEM THAT SERVES AS THE PRINCIPAL ROADWAY NETWORK FOR THROUGH TRAFFIC FLOW;	☒	☐	
OR			
B. IT INCLUDES RURAL OR SUBURBAN HIGHWAYS OUTSIDE, ENTERING, OR TRAVERSING A CITY	☒	☐	
OR			
C. IT APPEARS AS A MAJOR ROUTE ON AN OFFICIAL PLAN, SUCH AS A MAJOR STREET PLAN IN AN URBAN AREA TRAFFIC AND TRANSPORTATION STUDY.	☒	☐	
ANY MAJOR ROUTE CHARACTERISTICS MET FOR BOTH STREETS Yes ☐ No ☒			

WARRANT 9 - Intersection Near a Grade Crossing

Not Applicable ☒

See Intersection Near a Grade Crossing Warrant Sheet ☐

Volumes Used for This Signal Warrant Study

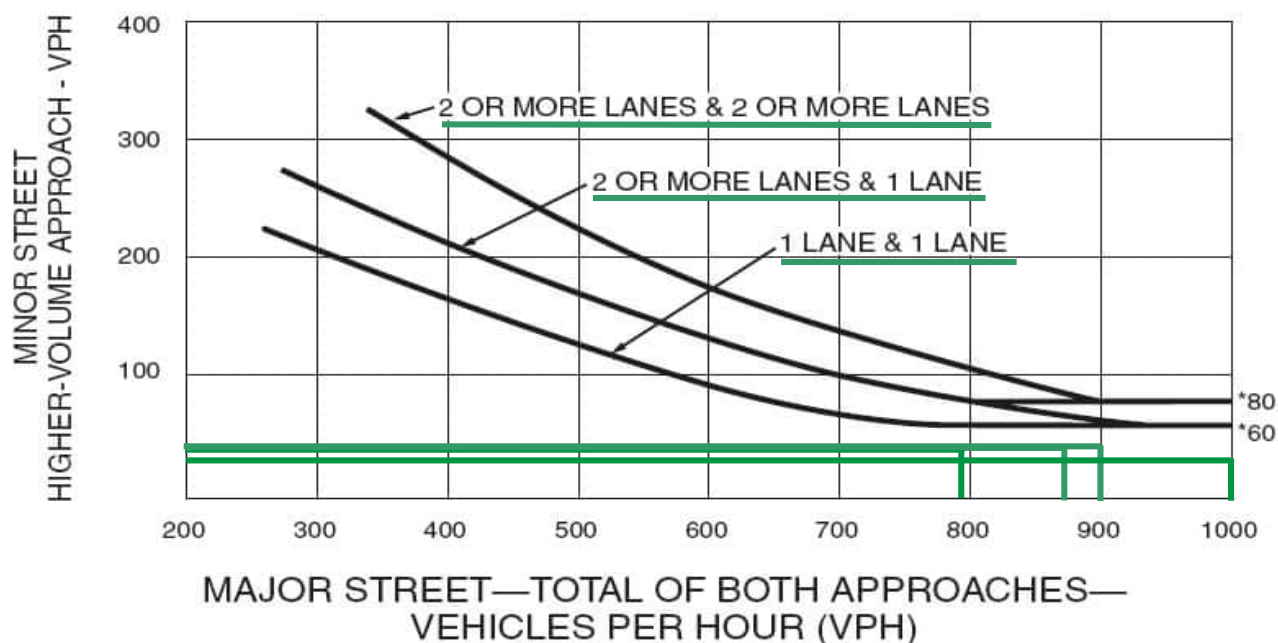
	Major Street Totals (Both Approaches)	Minor Street Totals (Highest Approach)	Pedestrians Across Major Street
6:00-7:00 am	361	3	0
7:00-8:00 am	780	14	0
8:00-9:00 am	883	28	0
9:00-10:00 am	876	29	0
10:00-11:00 am	843	17	0
11:00-12:00 n	801	20	0
12:00-1:00 pm	797	39	0
1:00-2:00 pm	901	47	0
2:00-3:00 pm	868	44	0
3:00-4:00 pm	805	26	0
4:00-5:00 pm	912	22	0
5:00-6:00 pm	1011	30	0
6:00-7:00 pm	1194	34	0

AVERAGE STOPPED TIME BY APPROACH FOR MINOR STREET

	EB	WB
6:00-7:00 am		
7:00-8:00 am		
8:00-9:00 am		
9:00-10:00 am		
10:00-11:00 am		
11:00-12:00 n		
12:00-1:00 pm		
1:00-2:00 pm		
2:00-3:00 pm		
3:00-4:00 pm		
4:00-5:00 pm		
5:00-6:00 pm		
6:00-7:00 pm		

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

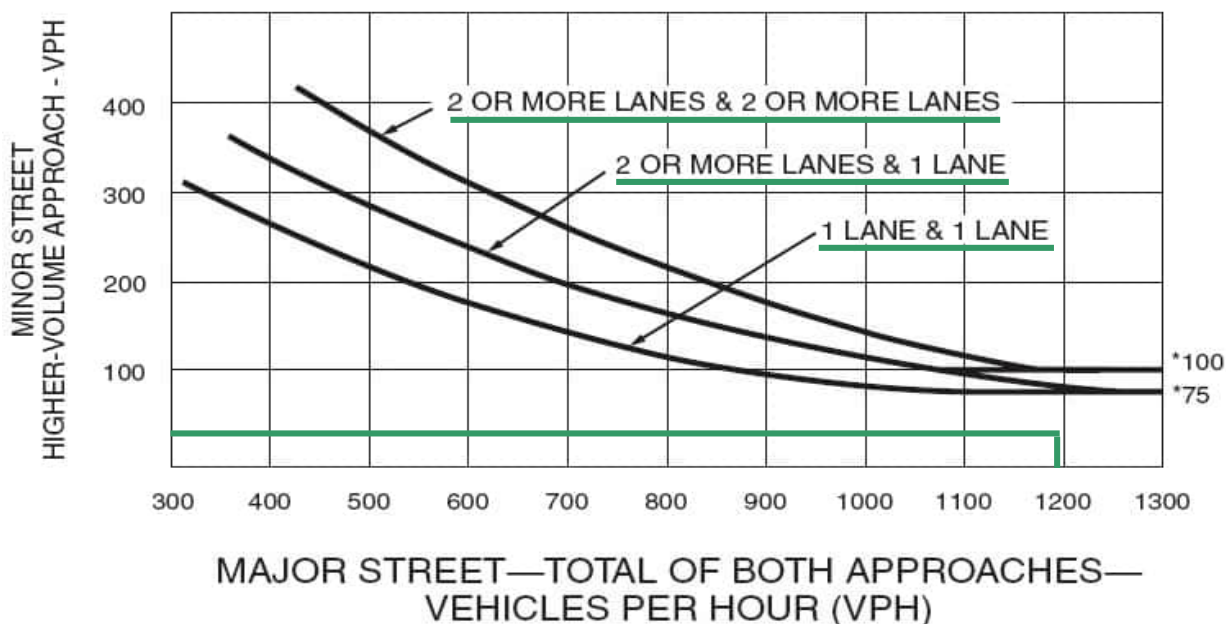
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



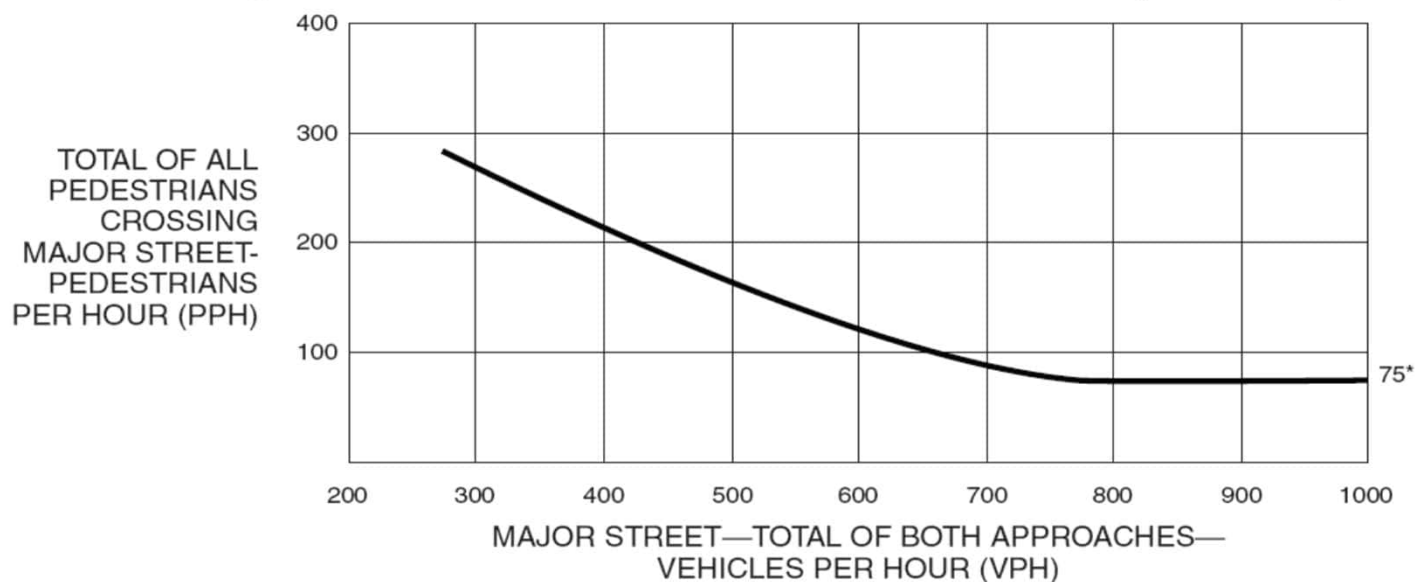
*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

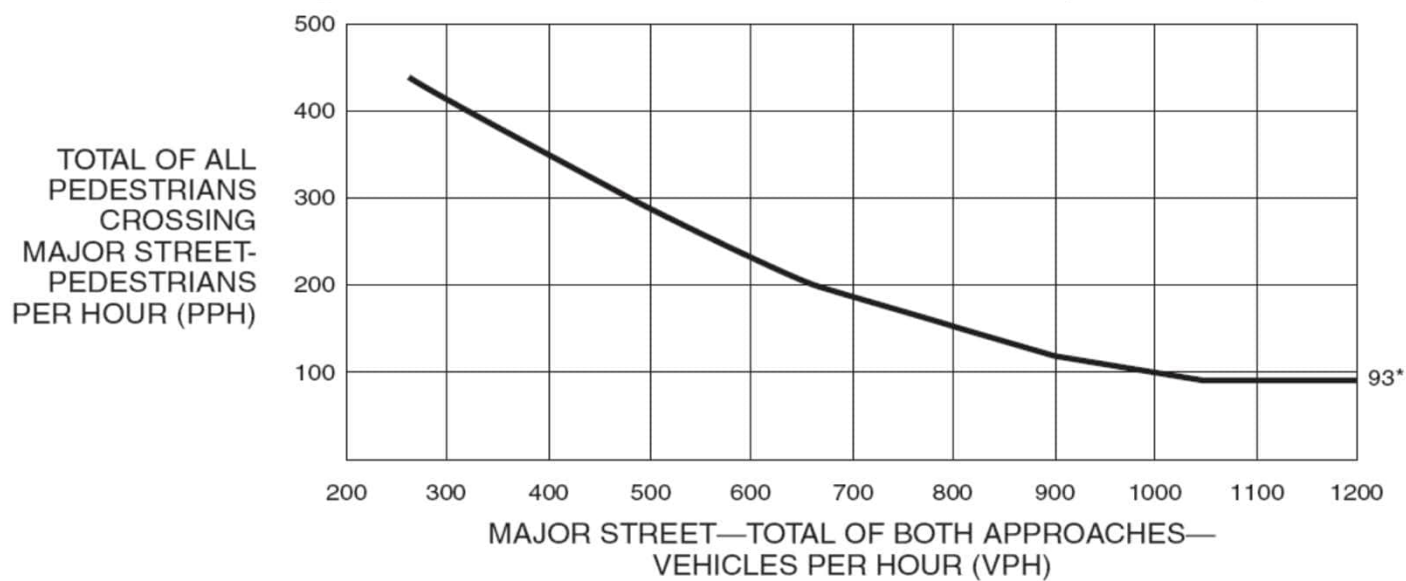
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

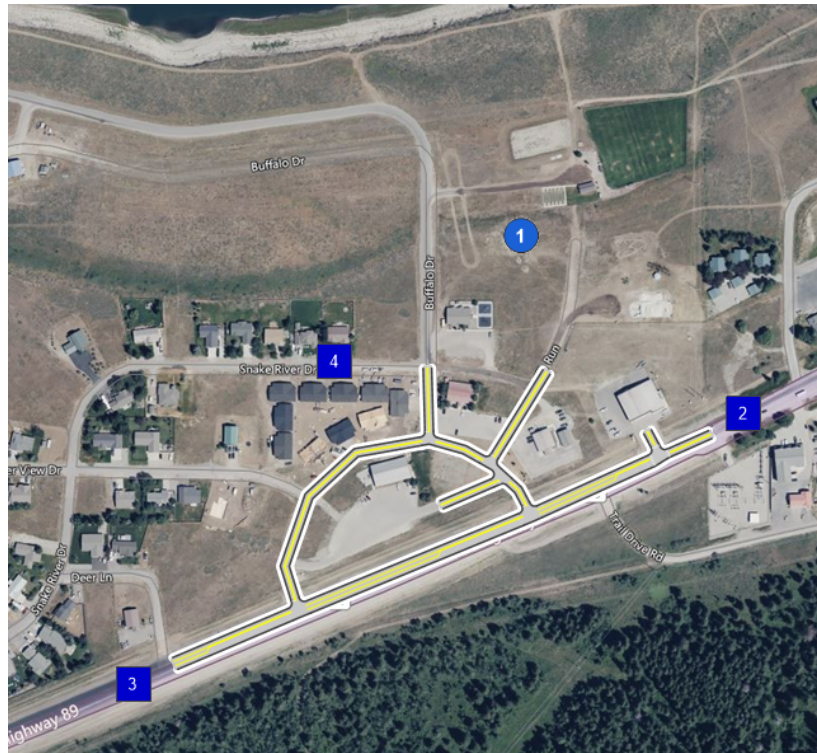
Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

*Note: 75 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

*Note: 93 pph applies as the lower threshold volume.

Appendix D – Trip Distribution



From	Share	Trips	To	Share	Trips
2: Gate	47.55%	35	2: Gate	47.55%	31
3: Gate	46.75%	35	3: Gate	46.75%	30
4: Gate	5.70%	4	4: Gate	5.70%	4
<i>Total</i>	<i>100.00%</i>	<i>74</i>	<i>Total</i>	<i>100.00%</i>	<i>65</i>

Name	Origin ▲	Origin Name	Destina... ▲	Destinatio...	Volume Sh...	Volume [ve...	Length [ft]	VMT
NB Elk Run &...	1	Zone	2	Gate	20.00%	6	1551.25	1.82
NB Buffalo & ...	1	Zone	2	Gate	80.00%	25	1700.92	7.99
SB Elk Run R...	1	Zone	3	Gate	20.00%	6	2108.66	2.4
SB Elk Run &...	1	Zone	3	Gate	80.00%	24	1904.91	8.66
Subdivision	1	Zone	4	Gate	100.00%	4	720.46	0.55
SB Elk Run &...	2	Gate	1	Zone	90.00%	32	1551.25	9.25
SB Buffalo Ri...	2	Gate	1	Zone	10.00%	4	1700.92	1.13
NB River Cir ...	3	Gate	1	Zone	87.00%	30	2108.66	12.16
NB Buaffalo ...	3	Gate	1	Zone	13.00%	5	1904.91	1.64
Subdivision	4	Gate	1	Zone	100.00%	4	720.46	0.55
						139		46.14

TRIP DISTRIBUTION | ALPINE CHARTER SCHOOL - 20 MINUTE ESTIMATE



LEGEND

- ESTIMATED 20 MINUTE DRIVE TIME
- CENSUS BLOCKS

0 2 3 Miles

SUNRISE ENGINEERING

Population Estimates within 20 minutes (2020 Census)

Total: **3154**

South of School -
Expected to make left
turn from HWY 89:
1499 (47.5%)

North of School -
Expected to make right
turn from HWY 89:
1474 (46.7%)

Not expected to use
HWY 89: **181** (5.7%)



Appendix E – Crash Data

INTERSECTION CRASH HISTORY REPORT FOR
US 89 & RIVER CIR (ID 11069)
FOR THE YEARS 2020 - 2024

DATE	TIME	ID #	CRASH STEET	CROSS STREET	JUNCTION RELATION	INTERSECTION TYPE	MANNER OF COLLISION	CRASH SEVERITY	FATAL	INJURY	FIRST HARMFUL EVENT (FHE)	FHE LOCATION	#	DIRECTION	VEHICLE MANEUVER	DRIVER ACTION	PERSON TYPE	SAFETY EQUIPMENT USED	INJURY STATUS	LIGHTING	WEATHER CONDITION	ROAD CONDITION	ALCOHOL INVOLVED	DRUGS INVOLVED	LATITUDE	LONGITUDE	CRASH CASE #		
2022																													
04/14/2022	800	11069	RIVER CIR		Intersection Related	T Intersection	Angle (Front to Side), Opposing Direction	PROPERTY DAMAGE ONLY	0	0	Motor Vehicle in Transport on Roadway	On Roadway	1	South	Turning Right	1	Drove too Fast for Conditions	1	Driver	Shoulder and Lap Belt	No Apparent Injury	Daylight	Snowing	Snow	N	N	43.160467	-111.026289	22-00036510
													2	East	Stopped in Traffic	2	No Improper Driving	1	Passenger	Shoulder and Lap Belt	No Apparent Injury								
																		1	Passenger	Shoulder and Lap Belt	No Apparent Injury								
																		1	Passenger	Shoulder and Lap Belt	No Apparent Injury								
																		2	Driver	Shoulder and Lap Belt	No Apparent Injury								

REPORT SUMMARY	
TOTAL CRASHES:	1
FATAL CRASHES:	0
INJURY CRASHES:	0
PDO CRASHES:	1
TOTAL FATALITIES:	0
TOTAL INJURIES:	0

YEAR	CRASH COUNTS				SEVERITY COUNTS			INJURY COUNTS				
	FATAL CRASHES	INJURY CRASHES	PDO CRASHES	TOTAL CRASHES	CRITICAL CRASHES*	SERIOUS CRASHES*	DAMAGE CRASHES*	FATAL INJURIES	SERIOUS INJURIES	MINOR INJURIES	POSSIBLE INJURIES	NO INJURIES
2022	0	0	1	1	0	0	1	0	0	0	0	5
	0	0	1	1	0	0	1	0	0	0	0	5

* PDO = Property Damage Only Crashes
* Critical Crashes = Fatal & Suspected Serious Injury Crashes
* Serious Crashes = Suspected Minor Injury & Possible Injury Crashes
* Damage Crashes = No Apparent Injury & Unknown Injury Crashes