CROW INDUSTRIAL
ALSUP AVENUE/GLENDALE AVENUE
TRAFFIC IMPACT ANALYSIS

Executive Summary

The purpose of this traffic study is to evaluate the current and future transportation system within the project study area surrounding the project site without and with the proposed project.

Traffic volumes from the following nearby projects were included as adjacent developments in this analysis:

- *VT 303 Traffic Impact Analysis* (VT 303 TIA) dated October 2020 and completed by Southwest Traffic Engineering, LLC (**SWTE**).
- *West 303 Crossing Traffic Impact Analysis* (West 303 TIA) dated September 2021 and completed by **SWTE**.
- *Hopewell Reems Traffic Impact Analysis* (Hopewell Reems TIA) dated October 2021 and completed by **SWTE**.

Existing and Future Traffic Data Without and With Project

All of the study intersections currently operate and are expected to continue operating at an adequate level of service (LOS) during the weekday AM and PM peak hours in 2022 and 2027 without and with traffic from the project.

Turn Lane Analysis

Left turn lanes are warranted at all ten proposed access points; 25 feet of storage is required for queuing vehicles.

No queue overlap is expected between any of the proposed driveways.

Traffic Signal Warrant Analysis

The intersection of Alsup Avenue/Glendale Avenue is not expected to meet traffic signal warrants #1 or #2 in 2022 or 2027 without or with traffic from the project.

Crash Analysis

One crash was reported at Alsup Avenue/Glendale Avenue during the five-year study period. The crash involved a single vehicle contacting a fence. This limited crash data provides no observable crash pattern for the area.

Recommendations

A two-way center left turn lane should be installed on Alsup Avenue and Glendale Avenue adjacent to the project site to accommodate left turn lanes into the site.

Right turn lanes into the site should be installed at the key access points that trucks will use. These include all the access points along Glendale Avenue and Alsup Access 3, 4, 5, and 6. These turn lanes should be constructed to provide a minimum of 160 feet of storage.

East Access should align with the Reems Road alignment. If not possible at this time, plans should be made to shift the East Access from Glendale Avenue to Reems Road in the future if/when Reems Road is extended south of Glendale Avenue. In the event that East Access cannot be aligned with Reems Road, this access point cannot provide full access to the project site and must be restricted to right-in/right-out only.

If right of way allows, Alsup Access 4 should be shifted to the north to align with Maryland Avenue. As part of this shift, the 'pork chop' on the west leg of Maryland Avenue/Alsup Avenue should be removed to provide a four leg, full access intersection where the eastbound and westbound approaches to the intersection are STOP controlled. In the event that Alsup Access 4 cannot be aligned with Maryland Avenue, this access point cannot provide full access to the project site and must be restricted to right-in/right-out only.