

All Way STOP Analysis

for the intersection of Daniel Island Dr and Fairchild St

Date of Study 7-Oct-14

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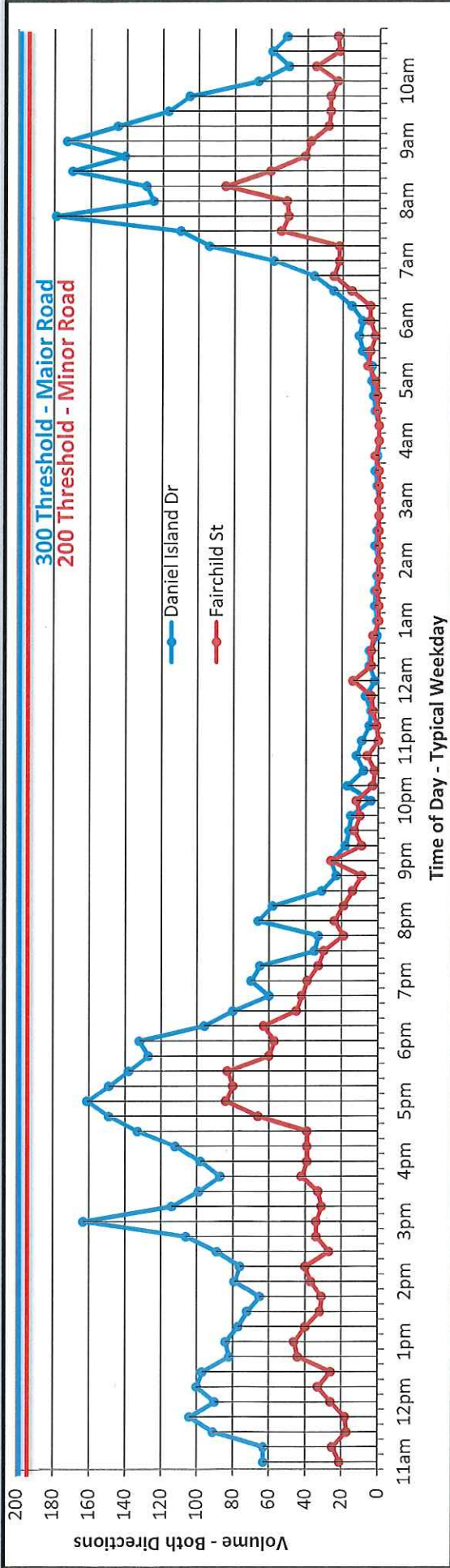
Recommendations:

Based on our review of this intersection, installation of an all-way STOP control at this intersection is not recommended at this time. The volume is not at a level where the installation of an all-way STOP control would be justified. It was noted during a field review that vegetation on the west side of the intersection is impeding motorists' visibility at the intersection. It is recommended that this vegetation be removed or relocated. A review of the accident history over the past five years revealed that there were 3 collisions which were attributed to motorists entering the intersection from Fairchild St and attributed to the collision by not yielding right of way.



Major Road		Daniel Island Dr		Minor Road		Fairchild St	
Posted Speed Limit (mph)	30	Posted Speed Limit (mph)	25	85th-Percentile speed	26	Direction of Travel	East/ West
Direction of Travel	North/ South	Direction of Travel	2313	AADT Count	3	# of Accidents (5 year)	Yes
AADT Count	5712	Existing Stop Sign?	No	Existing Stop Sign?	No	On Street Parking?	Adequate
# of Accidents (5 year)	2	On Street Parking?	No	Sight Distance Condition	Adequate	Sight Distance Condition	Adequate
Existing Stop Sign?	No	Sight Distance Condition	Adequate	Closest Controlled Intersection	2,500'	Closest Controlled Intersection	850'
On Street Parking?	No	Closest Controlled Intersection	2,500'				

Distance to nearest school	3,400'
Neighborhood in support	Unknown



Minimum volumes: (MUTCD Section 2B.07)

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in items 1 and 2.