

Volume Check

Volume checks should be used to identify volume differences throughout the corridor during QA/QC and is not part of volume balancing. Acceptable tolerances are usually 10% or lower, however, small volumes may be higher, such as a growth of 46% where vehicle counts increase from 5 to 8. Below is a screenshot of a sample Vistro file using the Unbalanced Flow selection to identify discrepancies in volumes.

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			\$	1	- (ñ /	<u> </u>			NI.		~	
	Volumes							2					Ċ,
Carth Dr.	Number Intersection	2 New Intersection											
d Barden Rd	Control Type	Signalized											
	Analysis Method	HCM 2010											
	Name												
	Show Name												
	Approach	No	orthbou	ind	Southbound			Eastbound		nd	Westbound		
Twin Calls M	Lane Configuration		٦ŀ										
	Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	Base Volume Input [veh/h]	200	200	200	200	200	200	200	200	200	200	200	200
	Total Analysis Volume [veh/h]	400	400	400	400	400	400	220	220	220	220	220	220
	Base Volume Input [veh/h]	200	200	200	200	200	200	200	200	200	200	200	200
	Base Volume Adjustment 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
	Final Base Volume [veh/h]	200	200	200	200	200	200	200	200	200	200	200	200
	Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
	Growth Rate	2.00	2.00	2.00	2.00	2.00	2.00	1.10	1.10	1.10	1.10	1.10	1.10
	▼ TIA Demand												
	In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
	Future Background Volume [veh/h]	400	400	400	400	400	400	220	220	220	220	220	220
	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
Mazoch Rd	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
	Net new site trips [veh/h]	0	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
Ion Dr Gaidon Dr	Future Total Volume [veh/h]	400	400	400	400	400	400	220	220	220	220	220	220
	Right-Turn on Red Volume [veh/h]	/0/	0	0	0	0	0	0	0	0	0	0	0
	Total Hourly Volume [veh/h]	400	400	400	400	400	400	220	220	220	220	220	220
	Peak Hour 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
Jason Kinchen Li	Other Adjustment Factor Total 15-Minute Volume [veh/h]	1.00	1.00	1.00	1.00	1.00	1.00	55	55	55	55	55	55
	Total Analysis Volume [veh/h]	400	400	400	400	400	400	220	220	220	220	220	220
the state of the s	Presence of On-Street Parking	400	100	400	400	100	400	220	1//			11/1	220
	On-Street Parking Maneuver Rate [/h]	00		0	00		0	100		262	00		0
	Local Bus Stopping Rate [/h]	10/	0	0	0	0	0	0	0	0	0	0	0
AltonReuye	Pedestrian Volume [ped/h]	1111		1111				111			110		
	Bicycle Volume [bicycles/h]	0			0			0			0		
								1					
			1:45	51		-1	01110	37.645	9		35	33662.	7252

This correspondence and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.