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Civil Engineering Firm

TRAFFIC IMPACT STUDY
WRIGHT CITY HIGH SCHOOL (PROPOSED)
ROELKER RD
WRIGHT CITY, MISSOURI

DECEMBER 27, 2021

TABLE OF CONTENTS

List of Tables.....	iii
List of Figures.....	iii
Executive Summary.....	1
Project Location.....	1
Proposed Site Conditions	2
Trip Generation	2-3
Trip Distribution.....	3
Existing Traffic Data	4
Operational Analysis.....	4-7
Crash Summary	8
Conclusion.....	8
Recommendations	9-11

LIST OF TABLES

Table 1: Forecasted Trip Generation (Vehicles Per Hour)	2
Table 2: Forecasted Trip Generation (Vehicles Per Hour)	3
Table 3: Existing AM Peak Hour Traffic Volume	4
Table 4: Existing PM Peak Hour Traffic Volume	4
Table 5: Level of Service (Criteria for Unsignalized Intersection)	5
Table 6: Level of Service and Delay - 2022.....	6
Table 7: Level of Service and Delay - 2027.....	7
Table 8: Comparison – Proposed Layout vs Alternative 1	10
Table 9: Level of Service for AM Peak Hour	11

LIST OF FIGURES

Figure 1: Project Location.....	1
Figure 2: Trips Generated TO the Site Location	3
Figure 3: Trips Generated FROM the Site Location	3
Figure 4: Crash Distribution (Nov 2018 – Oct 2021)	8
Figure 5: Summary of Crashes (Nov 2018 – Oct 2021).....	8
Figure 6: Current Proposed Layout of North Entrance for Wright City High School.....	9
Figure 7: Layout of North Entrance for Wright City High School– Alternative 1	9
Figure 8: Layout of North Entrance for Wright City High School – Alternative 2.....	10

APPENDIX

Appendix A – Phase I and Phase II Conceptual Layouts

Appendix B – Wright City High School Boundaries Map

EXECUTIVE SUMMARY:

Wright City R-II School District proposes to relocate the existing Wright City High School at 520 Westwoods Rd, Wright City, to a new location, with proposed construction of new facilities taking place in two phases. Both phases are to be complete by 2027. The High School will be located on the western half of the 84-acre property. The School District has long term plans to also construct a middle school on the eastern half of the property. The property is located about half a mile South from Interstate 70. Phase I of the proposed construction includes 4 parking lots, multiple school buildings, and five sports fields. Phase II construction includes additional school buildings, one additional parking lot, one sports field and one track.

TREKK Design Group, LLC has prepared the following study to identify the traffic impacts of trips generated due to construction of the full Phase II plan of the high school. The results of the study show proposed North Entrance of the High School has significant delays for AM Peak Hour, resulting in the Level of Service (LOS) F for the entire intersection. The proposed layout also increases delay for existing Fast Lane, but this change can be justified due to very low traffic on the roadway. The remaining two existing entrances and two proposed mid and south entrances have low delays, and all of those four intersections have LOS A.

PROJECT LOCATION:

The proposed facilities are to be constructed on an empty lot located at 159 Roelker Rd in Wright City, Missouri. The boundaries of the property for the proposed site are Roelker Rd on the west and Route F on the east, with a long-term plan to construct a new road connecting Roelker Rd and Route F along the northern property line. For the High School, the new road will only act as an entrance and end just east of the existing creek on the property.

Roelker Rd is a two-lane local road with a posted speed limit of 25 mph. The proposed construction will take place on the part of the property west of an existing tributary to Peruque Creek that runs along the property, as shown in **Figure 1** below.



Figure 1: Project Location

PROPOSED SITE CONDITIONS:

The proposed construction accounts for approximately 52 acres out of the 84-acre plot. The area of the proposed buildings in Phase I covers approximately 3.22 acres and also includes 4 parking lots with a

combined capacity of 579 parking spaces. Phase I also proposes five sports fields, covering approximately 7.9 acres. Phase II construction proposes extension of building structures, covering an area of approximately 2.67 acres, and also includes construction of an additional parking lot with 280 parking spaces capacity. Additionally, two sports facilities covering approximately 2.69 acres are also proposed in the Phase II construction.

See **Appendix A** for proposed conceptual layouts for Phase I and Phase II.

TRIP GENERATION:

Trip generation estimates for the proposed uses were developed using data provided by Wright City High School and in the Trip Generation, Tenth Edition, published by the Institute of Transportation Engineers (ITE). This publication is a standard resource for transportation engineers and is based on a compilation of nationwide studies documenting the characteristics of various land uses. Data for the following land use categories were applied in reference to the proposed development:

- Land Use Code 530, High School, was used to determine the estimated trip generation of the proposed 5.89 acres of High School;
- Land Use Code 488, Soccer Complex, was used to determine the estimated trip generation of the proposed one football field, one soccer field, and four baseball fields.

The ITE trip generation rates associated with the land use categories described above were used to calculate the number of trips that would be generated by the proposed development. The resulting trip generation estimate is summarized in **Table 1**.

TABLE 1: FORECASTED TRIP GENERATION (VEHICLES PER HOUR)						
Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
High School Building	639	261	900	171	382	553
Sports Fields	6	5	11	47	54	101
Total			911			654

Trip Generation estimates were also developed for two Residential Planned Unit Development (RPUD) which has access from Roelker Rd. RPUD to the north of the proposed site accounts for 10 units and RPUD on the west along Roelker Rd consists of 77 units. Data for the following land use categories were applied in reference to the RPUD:

- Land Use Code 270, Residential Planned Unit Development

The resulting trip generation estimate is summarized in **Table 2**.

TABLE 2: FORECASTED TRIP GENERATION (VEHICLES PER HOUR)						
Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
RPUD West	14	48	62	43	24	67
RPUD North	1	5	6	4	3	7
Total			68			74

The tables shown above provide a quick summary of the average vehicle trips at peak hours calculated by data from Wright City High School, Google Earth and ITE Trip Generation Manual for the land uses most similar to existing and proposed sites.

The High School is proposed to be built in two phases. The Wright City High School estimates an increase in the number of students to 700 to 800 from existing 620 students after Phase I is completed. It is anticipated that the number of students would increase to 1 200 after the completion of Phase II.

TRIP DISTRIBUTION:

The trips generated by the two RPUDs only use Roelker Rd. The estimated trips are distributed on northbound and southbound Roelker Rd based on the traffic distribution pattern of the collected traffic volume data for the AM and PM peak hours.

The trips generated by the proposed construction of the Wright City High School is assumed to only use Roelker Rd. The site plans propose three entrances along Roelker Road to provide access to the High School premises. Based on the number of parking spaces, and how the parking spaces are proposed to be utilized, trips generated by the school buildings are distributed as 60% at the North Entrance, 10% at the middle entrance and 30% at the South entrance. All the trips generated by the sports fields are assumed to use the North Entrance.

Furthermore, 75% of the trip generated by the High School is assumed to be originated from area North of the proposed site, and 25% from the South. The assumption for this distribution is made based on the Wright City School District boundary map (**Appendix B**) and pattern of settlement within the School District from Google Earth. The trips distribution for volume generated due to the new facilities are shown in **Figures 2 and 3**.

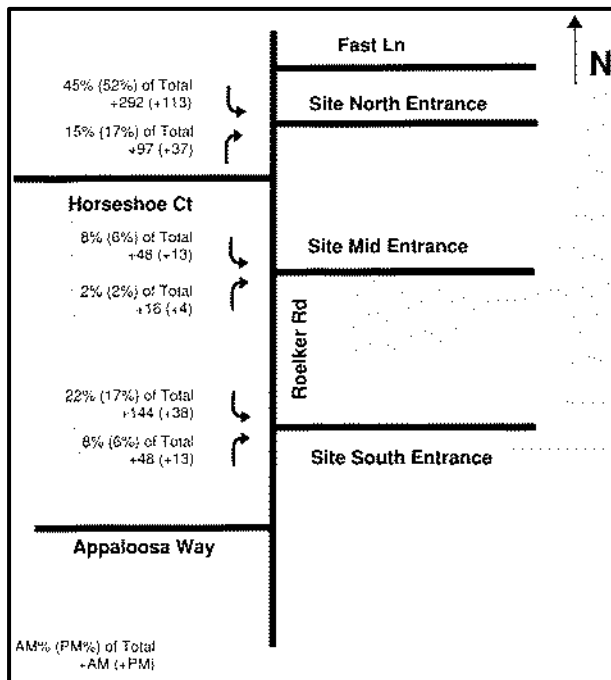


Figure 2: Trips Generated TO the Site Location

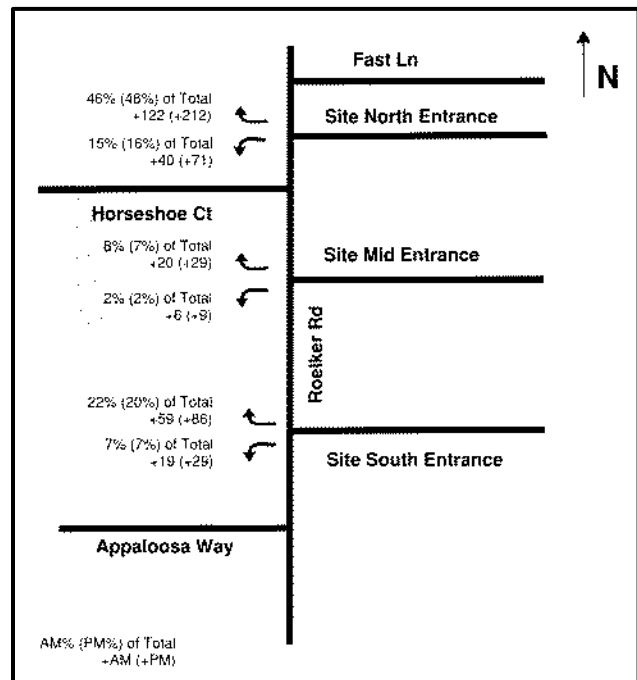


Figure 3: Trips Generated FROM the Site Location

EXISTING TRAFFIC DATA:

In order to assess the impact of an increased traffic volume from the planned development, traffic volume data was collected by TREKK Design Group on October 21, 2021, at the entrance of Mechlin Farm at Roelker Rd, approximately 650 feet north of the proposed site. Traffic data was collected for the period of 6 AM to 6 PM, and the AM and PM peak hours were determined based on the traffic data. General observation are as follows:

AM Peak Hour – (6:45 AM to 7:45 AM, Thursday, October 21st, 2021)

- Volume – 108
- Peak Hour factor – 0.6
- Directional Travel – 33.3% NB, 66.7% SB

PM Peak Hour – (3:15 PM to 4:15 PM, Thursday, October 21st, 2021)

- Volume – 116
- Peak Hour factor – 0.906
- Directional Travel – 56.9% NB, 43.1% SB

Traffic volume data for 2021 was considered to be representative of 2022 volumes and was used for existing conditions analysis.

Based on the volumes collected, the assumed existing volumes and distributions at the three existing T-intersections along Roelker Rd; at Fast Ln, Horseshoe Ct and Appaloosa Way, are determined based on the traffic data collected and trips generated for the two RPUDs, as shown in **Tables 3 and 4**.

TABLE 3: EXISTING AM PEAK HOUR TRAFFIC VOLUME

Location	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1 Roelker Rd & Fast Ln	-	-	-	3	-	2	-	34	0	1	71	-
2 Roelker Rd & Horseshoe Ct	8	-	16	-	-	-	2	26	-	-	69	5
3 Roelker Rd & Appaloosa Way	8	-	16	-	-	-	2	20	-	-	80	5

Peak Hour: 6:45 AM to 7:45 AM

TABLE 4: EXISTING PM PEAK HOUR TRAFFIC VOLUME

Location	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1 Roelker Rd & Fast Ln	-	-	-	1	-	2	-	64	2	2	48	-
2 Roelker Rd & Horseshoe Ct	7	-	5	-	-	-	12	59	-	-	39	10
3 Roelker Rd & Appaloosa Way	7	-	5	-	-	-	12	64	-	-	35	9

Peak Hour: 3:15 PM to 4:15 PM

OPERATIONAL ANALYSIS:

The intersections identified were analyzed using Synchro 11, an analysis package based, in part, on the methodologies outlined in the "Highway Capacity Manual" (HCM) 6th Edition. Capacity analysis defines the quality of traffic operations for an intersection using a grading system referred to as Level of Service (LOS). The LOS is defined in terms of Average Control Delay (Overall Intersection Delay). The HCM, which is used universally by traffic engineers to measure roadway capacity, establishes six levels of traffic service: Level A ("Free Flow") to Level F ("Fully Saturated"). Levels of Service are measures of traffic flow which considers

factors such as speed, delay, traffic interruptions, safety, driver comfort, and convenience. LOS definitions for unsignalized intersections are depicted in **Table 5**.

TABLE 5: LEVEL OF SERVICE (Criteria for Unsignalized Intersection)	
Level of Service	Average Control Delay (seconds/vehicle)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Level of service is further described below according to the Highway Capacity Manual:

- LOS A: Most vehicles arrive during the green indication and travel through the intersection without stopping.
- LOS B: More vehicles stop than with LOS A.
- LOS C: The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
- LOS D: Many vehicles stop and individual cycle failures are noticeable. Occasionally vehicles may arrive at the intersection but may not travel through the intersection until the following cycle.
- LOS E: Individual cycle failures are frequent. It is more apparent than with LOS D that vehicles arriving at the intersection may not travel through the intersection until the following cycle.
- LOS F: Most cycles fail to clear the queue. Most vehicles arriving at the intersection may not travel through the intersection until the following cycle.

Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity; meaning the roadway is appropriately sized for the volume. Level D is considered acceptable for peak period conditions in urban areas, while Level C is preferred in rural areas. It is typically normal for side streets with stop control to have LOS of D, E or F. This is due to the wait of each vehicle to turn onto the busy major roadway.

Tables 6 and 7 show the LOS and delay for the six intersections (three existing and three proposed) for the years 2022 and 2027 respectively. The base condition delays were estimated using current traffic data for 2022, with an assumed growth rate of 1% to estimate the 2027 volumes. For the full build conditions, the trips generated for the proposed construction were added and distributed for 2022, as previously discussed, with a 1% traffic growth rate assumed to estimate 2027 volumes.

TABLE 6: LEVEL OF SERVICE AND DELAY - 2022

<i>Intersection / Approach</i>	<i>Weekday AM Peak Hour</i>		<i>Weekday PM Peak Hour</i>	
	<i>2022 Base Conditions</i>	<i>2022 Build Conditions</i>	<i>2022 Base Conditions</i>	<i>2022 Build Conditions</i>
<i>Roelker Rd and Fast Lane</i>				
WB Fast Ln	A (9.2)	C (20.6)	A (8.8)	B (11.7)
NB Roelker Rd	A (0)	A (0)	A (0)	A (0)
SB Roelker Rd	A (0.1)	A (0)	A (0.3)	A (0.1)
Overall	A (0.5)	A (0.2)	A (0.3)	A (0.1)
<i>Roelker Rd and Horseshoe Ct</i>				
EB Horseshoe Ct	A (9.2)	B (13.6)	A (9)	B (10.6)
NB Roelker Rd	A (0.5)	A (0.1)	A (1.3)	A (0.5)
SB Roelker Rd	A (0)	A (0)	A (0)	A (0)
Overall	A (1.9)	A (0.6)	A (1.5)	A (0.6)
<i>Roelker Rd and Appaloosa Way</i>				
EB Appaloosa Way	A (9.3)	B (10.8)	A (9)	A (9.8)
NB Roelker Rd	A (0.6)	A (0.1)	A (1.2)	A (0.7)
SB Roelker Rd	A (0)	A (0)	A (0)	A (0)
Overall	A (1.8)	A (0.8)	A (1.5)	A (0.8)
<i>Roelker Rd and North Entrance (Proposed)</i>				
WB North Entrance	-	F (232.8)	-	B (14.9)
NB Roelker Rd	-	A (0)	-	A (0)
SB Roelker Rd	-	A (7.8)	-	A (4.6)
Overall	-	E (45.2)	-	A (7.3)
<i>Roelker Rd and Mid Entrance (Proposed)</i>				
WB Mid Entrance	-	B (12.5)	-	B (10.1)
NB Roelker Rd	-	A (0)	-	A (0)
SB Roelker Rd	-	A (1.8)	-	A (0.7)
Overall	-	A (1.7)	-	A (1.2)
<i>Roelker Rd and South Entrance (Proposed)</i>				
WB South Entrance	-	C (15.2)	-	B (10.2)
NB Roelker Rd	-	A (0)	-	A (0)
SB Roelker Rd	-	A (5.4)	-	A (2)
Overall	-	A (4.9)	-	A (3.7)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

TABLE 7: LEVEL OF SERVICE AND DELAY - 2027

<i>Intersection / Approach</i>	<i>Weekday AM Peak Hour</i>		<i>Weekday PM Peak Hour</i>	
	<i>2027 Base Conditions</i>	<i>2027 Build Conditions</i>	<i>2027 Base Conditions</i>	<i>2027 Build Conditions</i>
<i>Roelker Rd and Fast Lane</i>				
WB Fast Ln	A (9.2)	C (22.1)	A (8.8)	B (12)
NB Roelker Rd	A (0)	A (0)	A (0)	A (0)
SB Roelker Rd	A (0.1)	A (0)	A (0.3)	A (0.1)
Overall	A (0.5)	A (0.2)	A (0.3)	A (0.1)
<i>Roelker Rd and Horseshoe Ct</i>				
EB Horseshoe Ct	A (9.3)	B (14)	A (9.1)	B (10.8)
NB Roelker Rd	A (0.5)	A (0.1)	A (1.3)	A (0.5)
SB Roelker Rd	A (0)	A (0)	A (0)	A (0)
Overall	A (1.8)	A (0.7)	A (1.5)	A (0.6)
<i>Roelker Rd and Appaloosa Way</i>				
EB Appaloosa Way	A (9.3)	B (10.9)	A (9.1)	B (10.1)
NB Roelker Rd	A (0.6)	A (0.1)	A (1.2)	A (0.8)
SB Roelker Rd	A (0)	A (0)	A (0)	A (0)
Overall	A (1.8)	A (0.8)	A (1.5)	A (0.7)
<i>Roelker Rd and North Entrance (Proposed)</i>				
WB North Entrance	-	F (355.5)	-	C (15.9)
NB Roelker Rd	-	A (0)	-	A (0)
SB Roelker Rd	-	A (8.3)	-	A (4.7)
Overall	-	F (66.7)	-	A (7.7)
<i>Roelker Rd and Mid Entrance (Proposed)</i>				
WB Mid Entrance	-	B (12.7)	-	B (10.2)
NB Roelker Rd	-	A (0)	-	A (0)
SB Roelker Rd	-	A (1.9)	-	A (0.7)
Overall	-	A (1.7)	-	A (1.2)
<i>Roelker Rd and South Entrance (Proposed)</i>				
WB South Entrance	-	C (16.1)	-	B (10.3)
NB Roelker Rd	-	A (0)	-	A (0)
SB Roelker Rd	-	A (5.5)	-	A (2)
Overall	-	A (5.1)	-	A (3.7)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Tables 6 and 7 show a high delay, 355.5 seconds, for each vehicle exiting from the North Entrance in the AM Peak Hour in 2027. The North Entrance provides access to most of the parking spaces, which are dedicated to student parking. A high delay is an expected outcome at the North Entrance since it is a T-intersection with stop control on the minor leg. The construction of the high school also results in an increase in delay for vehicles turning onto Roelker Rd from Fast Lane, maximum increase being 12.9 seconds per vehicle for 2027 AM Peak Hour. This increase in delay is justified due to the very low traffic volume on Fast Lane.

CRASH SUMMARY:

Existing crash data was obtained for three years, November 2018 to October 2021, in the vicinity of the project site along Roelker Road. A total of three property damage only crashes were recorded in the 3-year period. Preliminary analysis of the existing crashes has revealed no significant causes for concern regarding the development of the proposed site and the data showed no patterns indicating reoccurring traffic issues. **Figure 4** shows the crash distribution for the 3-year period and **Figure 5** shows the summary of the crashes.

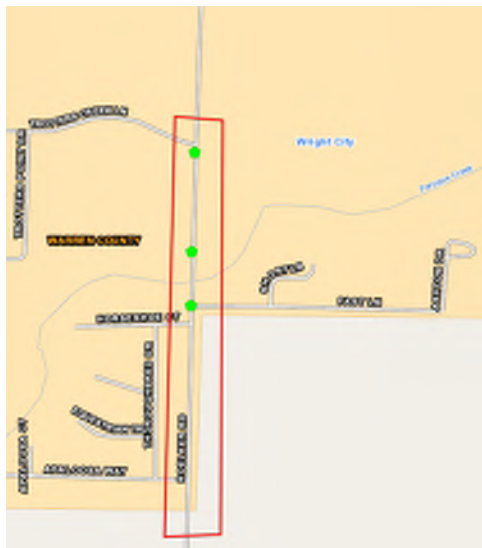


Figure 4: Crash Distribution (Nov 2018 – Oct 2021)

Day Of Week	Date	Time	No of Vehicles	Severity	At Street	On Street	Light Cond
TUE	10/29/2019	15:50	1	Property Damage Only	CST ROELKER RD	CST FAST LN E	Daylight
SUN	12/15/2019	10:00	1	Property Damage Only	CST TROTTERS CREEK LN	CST ROELKER RD S	Daylight
SUN	11/22/2020	20:23	1	Property Damage Only	CST COUNTRY MEADOW CT	CST ROELKER RD S	Dark W/ Street Lights Off

Figure 5: Summary of Crashes (Nov 2018 – Oct 2021)

CONCLUSION:

The proposed improvements include construction of multiple school buildings and sports fields/facilities for the relocation of Wright City High School. The construction of the new facilities is proposed to be completed in two phases, with both phases being complete by 2027. The multiple school buildings cover approximately 5.89 acres, and the sports fields/facilities are proposed to be cover approximately 10.59 acres. In addition, a total of 859 parking spaces are proposed. The total acreage of the construction site is approximately 52 acres.

Based on the existing traffic volumes and estimated trips generated due the proposed construction, traffic impact analysis at six intersections (three existing and three proposed) along Roelker Rd has been completed. Results show the intersection of proposed North Entrance and Roelker Rd has a LOS F, with significant delays for existing traffic from the North Entrance for the AM Peak Hour. Existing intersection of Fast Lane and Roelker Rd is also impacted with a slight increase in overall delay. With Fast Lane serving very few household units and generating low traffic volumes, a small increase in delay for the westbound Fast Lane is justifiable. The remaining existing two intersections are minimally impacted due to the construction, and the remaining two proposed entrances are projected to have an overall LOS A.

RECOMMENDATIONS AND DISCUSSIONS:

1. North Entrance Intersection Modifications

Alternative 1 - Construct dedicated right-turn and left-turn lanes for westbound proposed North Entrance.

For the proposed north entrance, an alternative with a dedicated right-turn lane and left-turn lane, with a storage length of 250', was considered to analyze any possible impacts on the delay and queue length. **Figure 6** shows the current proposed layout of the North Entrance for the high school.



Figure 6: Current Proposed Layout of North Entrance for Wright City High School

Figure 7 shows an approximate layout of the alternative considered.



Figure 7: Layout of North Entrance for Wright City High School – Alternative 1

The addition of a Westbound Lane on the North Entrance to create a dedicated left-turn and right-turn lane resulted in significant reduction of delay and queue lengths for the approach, as shown in **Table 8**. It should be noted that TREKK recommends shifting the Proposed North Entrance further south to avoid conflict with Fast Ln.

TABLE 8: COMPARISON - PROPOSED LAYOUT VS ALTERNATIVE 1								
Intersection / Approach	2022 Build AM		2022 Build AM - Alternative 1		2027 Build AM		2022 Build AM - Alternative 1	
	LOS (Delay)	Queue Length	LOS (Delay)	Queue Length	LOS (Delay)	Queue Length	LOS (Delay)	Queue Length
North Entrance @ Roelker Rd								
WB North Entrance	F(232.8)	384	F(71.3)	134	F(355.5)	480	F(100.9)	159

The results show approximately 70% and 65% reduction in delay and queue lengths respectively. Even though the conditions improved for the approach, the delay and queue lengths for the left turn lane were still high. However, the proposed right-turn lane had a delay of only 11.3 seconds per vehicle, and with majority of traffic assumed to use turn right out of the North Entrance onto Roelker Rd, as shown in **Figure 3**, Alternative 1 would serve as an upgrade to existing proposed North Entrance.

Alternative 2 - Shift proposed North Entrance south to create a 4-leg intersection at existing T-intersection of Horseshoe Ct & Roelker Rd

With significant amount of delay witnessed for the proposed North Entrance, an alternative layout for the North Entrance, as shown in **Figure 8**, was considered.



Figure 8: Layout of North Entrance for Wright City High School – Alternative 2

For the considered alternative, the proposed North Entrance was shifted south to align with Horseshoe Ct, creating a 4-leg unsignalized intersection. **Table 9** shows the average vehicle delays and overall LOS for the current proposed and Alternative 2 intersections shown in **Figures 6 and 8**.

TABLE 9: LEVEL OF SERVICE FOR AM PEAK HOUR	
Intersection / Approach	2022 Build Conditions
Horseshoe Ct @ Roelker Rd (Current proposed layout)	
EB Horseshoe Ct	B (13.6)
NB Roelker Rd	A (0.1)
SB Roelker Rd	A (0)
Overall	A (0.6)
North Entrance @ Roelker Rd (Current proposed layout)	
WB North Entrance	F (232.8)
NB Roelker Rd	A (0)
SB Roelker Rd	A (7.8)
Overall	E (45.2)
4-leg Intersection (Alternative)	
EB Horseshoe Ct	D (30)
WB North Entrance	D (32.9)
NB Roelker Rd	A (0.1)
SB Roelker Rd	A (5.3)
Overall	A (8.8)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Considering existing traffic volumes and trip generated volumes for 2022, the two scenarios were analyzed for delays and LOS. This analysis shows the existing T-intersection of Horseshoe Ct @ Roelker Rd would not have a significant delay and the intersection would have an overall LOS of A. However, the intersection of North Entrance @ Roelker Rd would have a very high delay of 232.8 seconds per vehicle for the entrance approach during the AM peak hour.

For the alternative, as shown in **Figure 8**, the average delay for the North Entrance would drastically reduce to 32.9 seconds, resulting in an acceptable LOS of D. The overall intersection would have a LOS of A and an average delay of 8.8 seconds. The conditions for Horseshoe Ct would worsen, with the average delay increasing from 13.6 seconds to 30 seconds. However, with the North Entrance having a significantly higher traffic volume as compared to Horseshoe Ct, the decrease in delay for the North Entrance outweighs the increase in delay at Horseshoe Ct. To improve this alternative even further, the District should consider Alternate 1 intersection layout as well. This would decrease the delay even further.

2. Pedestrian Facilities

It is recommended that a pedestrian crossing be constructed across Roelker Rd near the North Entrance on the south side of Horseshoe Ct. A striped crossing with a rapid flashing beacon should be considered due to the amount of traffic volume on Roelker Rd. If there is sidewalk constructed along Roelker Rd, crosswalks should be added across all side streets with ADA compliant curb ramps and pavement markings. If there is sidewalk constructed on both sides of Roelker Rd in front of the school, crosswalks should be considered at the neighborhood entrances across Roelker Rd.

3. Future Plans and Developments

TREKK understands there is a new development called Perugue Creek Manor planned just south of Appaloosa Way. This development was not included in this study existing or proposed conditions. It is anticipated that the new development would minimally affect the analysis shown below. TREKK also understands that the City of Wright City is considering improvements along Roelker Rd. These improvements could include adding shoulders or lane widening in warranted areas. These improvements could potentially positively impact the traffic conditions at the proposed entrances of the High School. These improvements were not analyzed as part of this study.

APPENDIX A:

PHASE I AND PHASE II CONCEPTUAL LAYOUTS

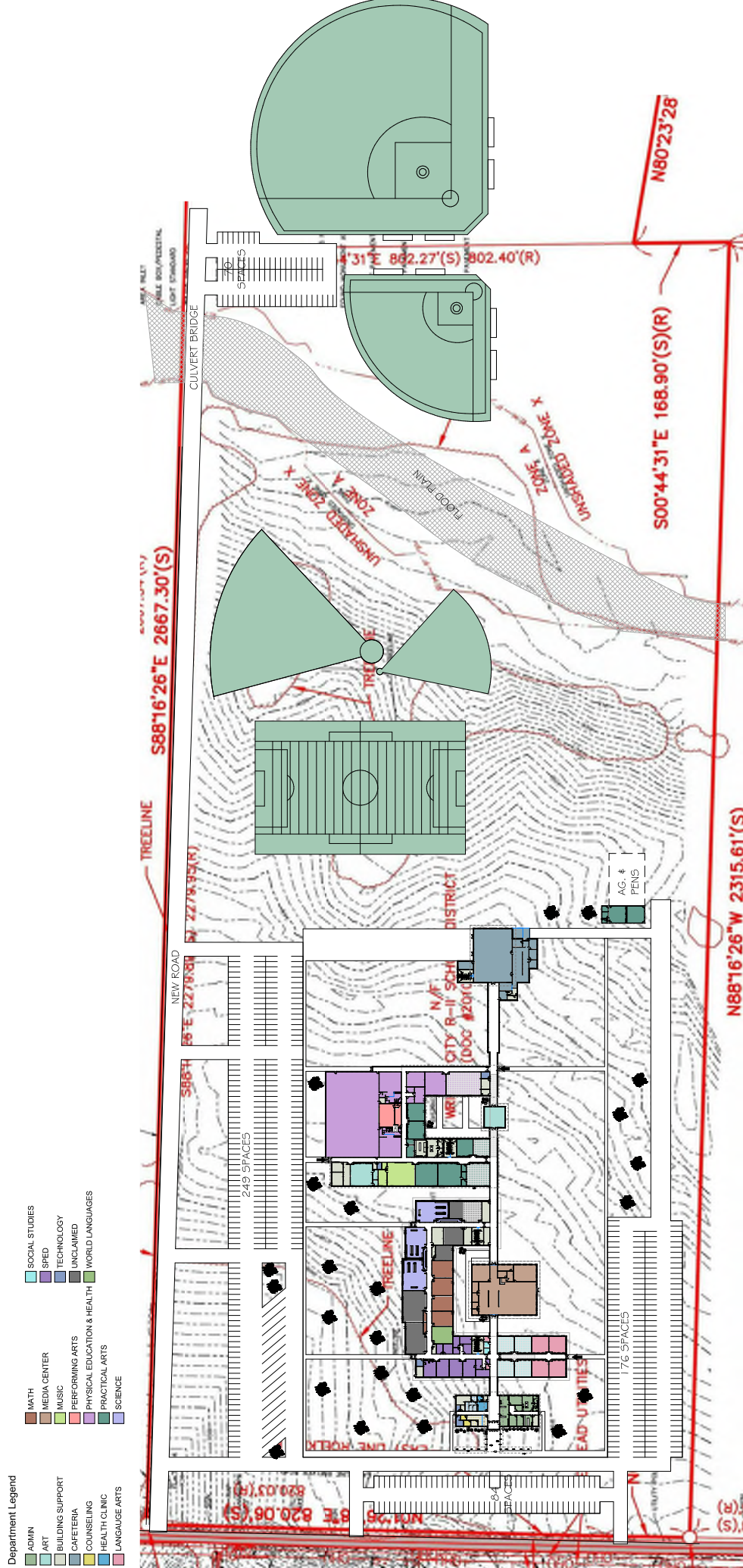


FIGURE A-1 WRIGHT CITY HIGH SCHOOL, BOND ARCHITECTS PHASE I CONCEPTUAL SITE PLAN

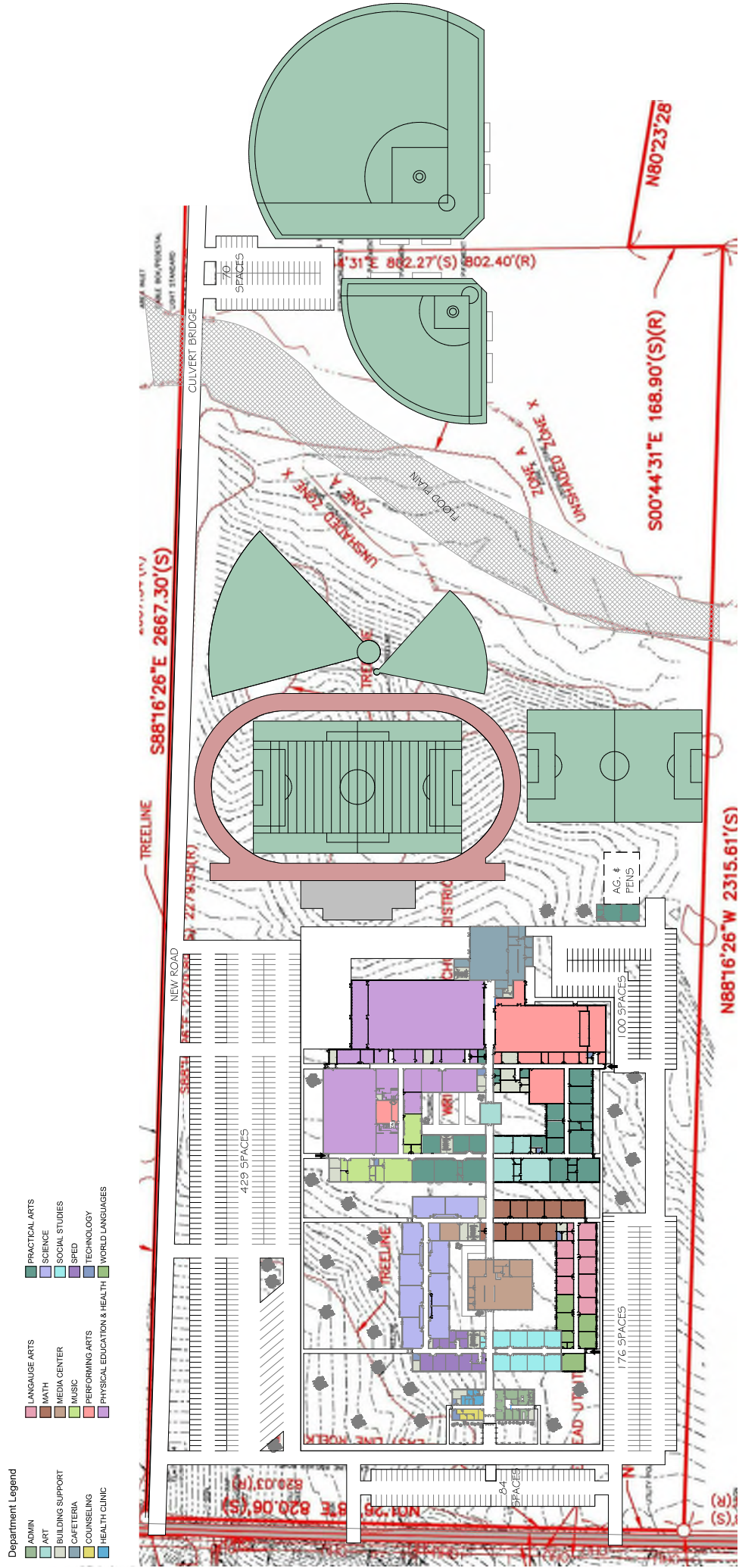


FIGURE A-2 WRIGHT CITY HIGH SCHOOL, BOND ARCHITECTS PHASE II CONCEPTUAL SITE PLAN

APPENDIX B:

WRIGHT CITY HIGH SCHOOL BOUNDARIES MAP

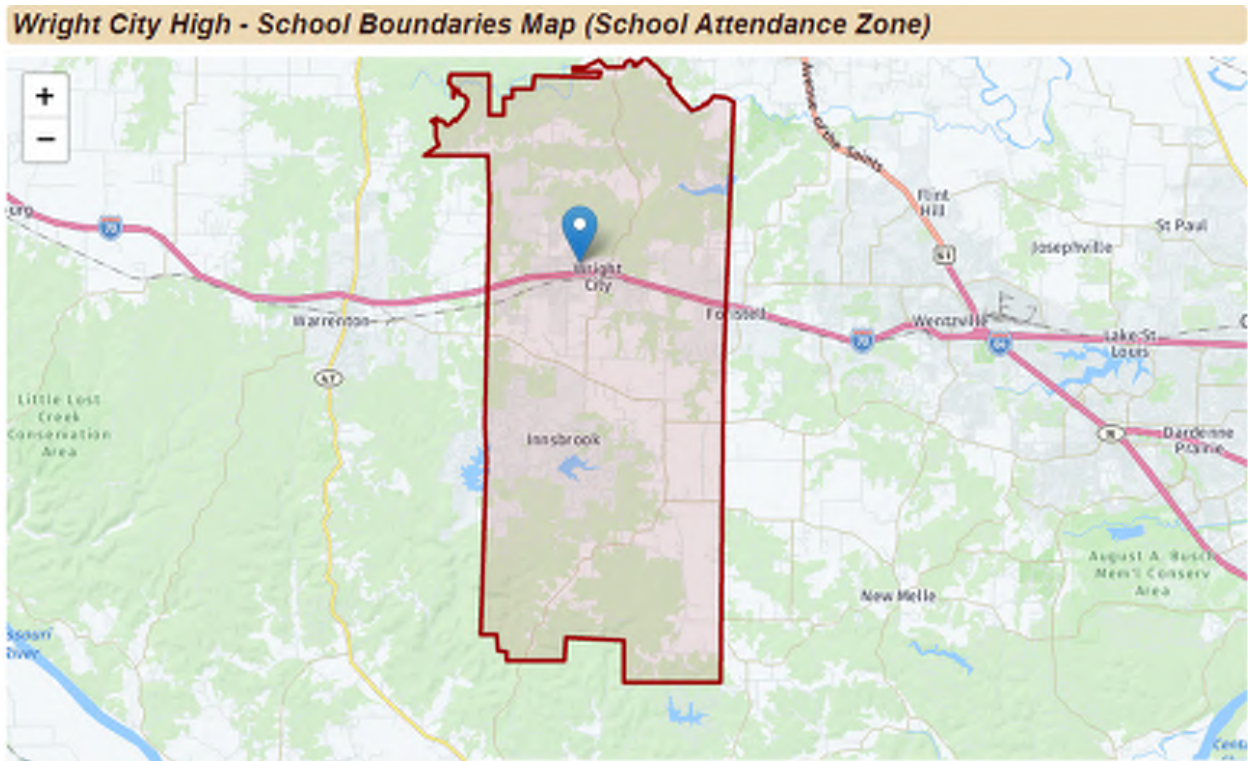


Figure B: Wright City High School Boundaries Map