

- 1) Site generated and total traffic volumes from the Project Pearl traffic study were incorporated as background traffic volumes in the revised study.
- 2) Site generated traffic has been assigned to the westbound right turn and southbound left turn movements at the truck access along 56th Avenue in the revised traffic study.
- 3) Heavy vehicle percentages have been updated to 100 percent at the movements in and out of the truck accesses.
- 4) Existing PHF's and truck percentages have been incorporated the revised traffic study. An average of existing and HCM urban standard 0.92 has been used for peak hour factors in 2040.
- 5) Improvements along 56th Avenue for 2040 are now consistent with the findings of the NEATS Refresh study.
- 6) A more refined user specific data was obtained for the revised traffic study. The project traffic generation estimates have been provided in the revised study. These site specific trips have been allocated into truck trips, delivery vehicle trips, and passenger vehicle trips.
- 7) Traffic volumes have been balanced between the key intersection and project accesses.
- 8) It has been recommended that the van access provide space for two vehicles to queue on site. It should be noted that dwell times for gates is unknown and estimates have been provided from the project team based on operational parameters.
- 9) Please see individual responses throughout this document.

Comments: 12/23/2020

1. Include site generated traffic from Porteos - Project Pearl TIS, completed by FHU, September 2020, in background traffic volumes.
2. Westbound right, and southbound left turn volumes are required for analysis at the Truck Access along 56th Avenue.
3. Heavy Vehicle % should equal 100% for the east bound left at the 56th Avenue truck access for all build-out scenarios.
4. Update PHF and % trucks coded in Synchro to match count data / available resources. Use PHF for existing and then average of existing and .92 for future.
5. 2040 thru lane layout used for analysis and recommendations should match those found in NEATS.
6. Provide client or site specific data used to develop trip generation formulas. Include each how the percentage of each vehicle type was obtained. Include trip generation truck peak hour.
7. Balance traffic volumes between intersections/accesses.
8. Additional discussion/analysis is required for the queuing and storage of the van access along Jackson Gap St.
9. See comments throughout report.

tribution Facility

orado

For primary van entrance:

- Two van storage spots are required between gate and flowline of roadway.

It has been recommended that the van access provide space for two vehicles to queue on site.

Prepared for:

SunCap Property Group, LLC

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

Porteos Distribution Facility (Lot 10B)

Aurora, Colorado

Prepared for
SunCap Property Group, LLC
1125 17th Street
Suite 800
Denver, CO 80202

Prepared by
Kimley-Horn and Associates, Inc.
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



November 2020

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

3.3 Existing Traffic Volumes

Existing peak hour turning movement counts were conducted at the intersection of Jackson Gap Street and 56th Avenue on Thursday, October 8, 2020. Counts were conducted in 15-minute intervals during the morning and afternoon peak hours of adjacent street traffic from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date.

Due to the Jackson Gap Street and 56th Avenue counts being collected during the COVID-19 Pandemic, an adjustment factor was determined in order to grow the counts to pre-COVID conditions. Based on the count comparison with the Jackson Gap Street and Jackson Gap Way volumes, it was determined that a 1.09 adjustment factor be applied to the morning peak hour volumes and 1.12 adjustment factor be applied to afternoon peak hour existing volumes. In addition, a two (2) percent City of Aurora standard annual growth rate was applied to Jackson Gap Street and Jackson Gap way to generate existing 2020 volumes. The existing and adjusted existing peak hour turning movement counts are shown in **Figure 4** with count sheets provided in **Appendix A**.

3.4 Unspecified Development Traffic Growth

To generate background traffic volumes in year 2023, the City of Aurora standard annual growth rate of two (2) percent was applied to the existing turning movement counts. In addition, site generated traffic volumes from the “Ryder Truck Facility Traffic Impact Study”, prepared by Kimley-Horn and Associates and “Aurora Costco Depot Transportation Study”, prepared by Kimley-Horn and Associates in August 2019, were included as background traffic in 2023.

2020 total traffic volumes from the Aurora Costco Depot study were used as background traffic to determine 2040 background traffic volumes at the 56th Avenue intersection. It should be noted that the intersection of 56th Avenue and Jackson Gap Street has an annual growth rate of 12 percent per year when utilizing the 2040 horizon. Therefore, analysis of the 2040 horizon also includes applicable documents from the Ryder Truck and Aurora Costco Depot studies included in **Appendix B**. The calculated background traffic volumes for 2023 and 2040 are shown in **Figure 5** and **Figure 6**, respectively.

Please provide Project Generated Traffic for Ryder Truck Facility in the Appendix. Only background+project was given

Please include site generated traffic from Porteos - Project Pearl TIS, FHU, September 2020, as background traffic.

The project generated traffic for the Ryder Truck Facility is included in the Appendix of the revised traffic study.

The site generated traffic from Porteos-Project Pearl TIS is included as background traffic. In addition, total volume projections from this study were incorporated in this study.

Additional background traffic information from the Costco Depot study as well as the newly obtained Porteos-Project Pearl TIS has been included in the revised traffic study.

Please provide more detail as to how the growth rates were obtained. The Costco Depot should have developed their growth rates base on the Porteos Master Plan study. The Porteos Master Plan should be referenced for growth rates by default instead of the Costco Development. Provide details on the growth rate used for movements/volumes that were not grown by 12%

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. The proposed distribution processing facility is anticipated to be completed within a couple years with the facility opening sometime in 2023. Given the specific nature of this site, a methodology separate from the typical ITE Trip Generation Manual and Handbook was developed based on user specific data to determine the trip generation potential of such sites. The trip rate projections for package distribution facility are based on the anticipated employee automobile numbers, packing and delivery vans, spot trailers, and linehaul truck numbers associated with the project have been calculated based on project build-out year.

The proposed Porteos Distribution Facility (Lot 10B) facility is anticipated to include an approximate 479,000 square feet of distribution facility. Trip generation rates and equations were determined by other site with the same land use.

Based on the anticipated facility operations, Porteos Distribution Facility is expected to generate approximately 2,530 daily weekday trips. Of these, 503 trips are expected to occur during the weekday morning peak hour while 472 trips are expected during the weekday afternoon peak hour. **Table 1** summarizes the estimated trip generation for the proposed development. The trip generation worksheet is included in **Appendix C**.

Table 1 – Porteos Distribution Facility Traffic Generation

Land Use	Daily	Vehicle Trips					
		Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Porteos Distribution Facility 479,000 SF	2,530	236	267	503	278	194	472

4.2 Trip Distribution

Distribution of site traffic characteristics, existing traffic information, expected road

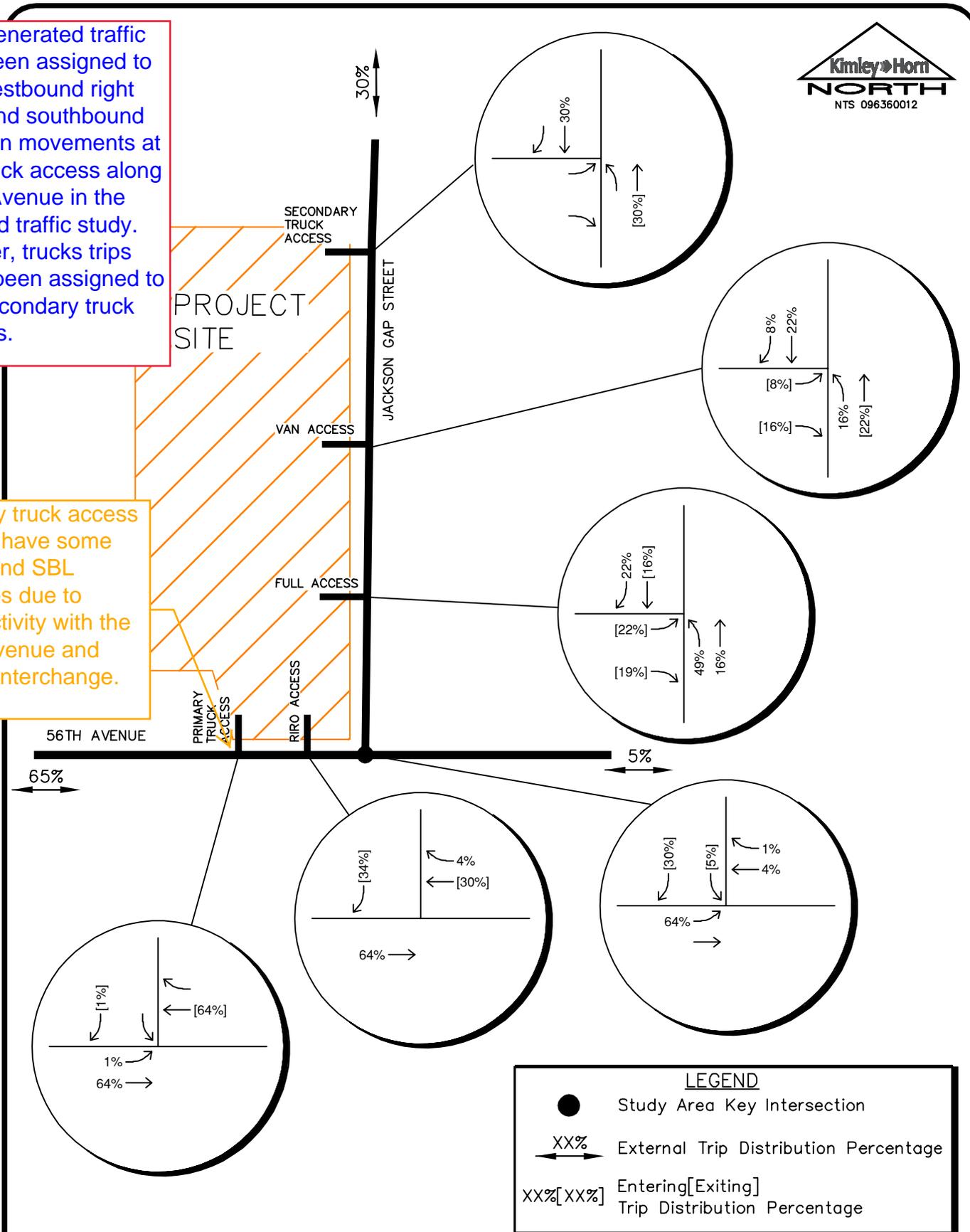
As a more refined user specific data was obtained, overall trips have since decreased; however, truck trips during the peak hours has increased. As such, trucks have been assigned to the secondary truck access in the revised traffic study.

based on the area street system located surrounding demographic

Explain why the secondary truck access has no volumes assigned to it.

Site generated traffic has been assigned to the westbound right turn and southbound left turn movements at the truck access along 56th Avenue in the revised traffic study. Further, trucks trips have been assigned to the secondary truck access.

Primary truck access should have some WBR and SBL volumes due to connectivity with the 64th Avenue and E-470 interchange.



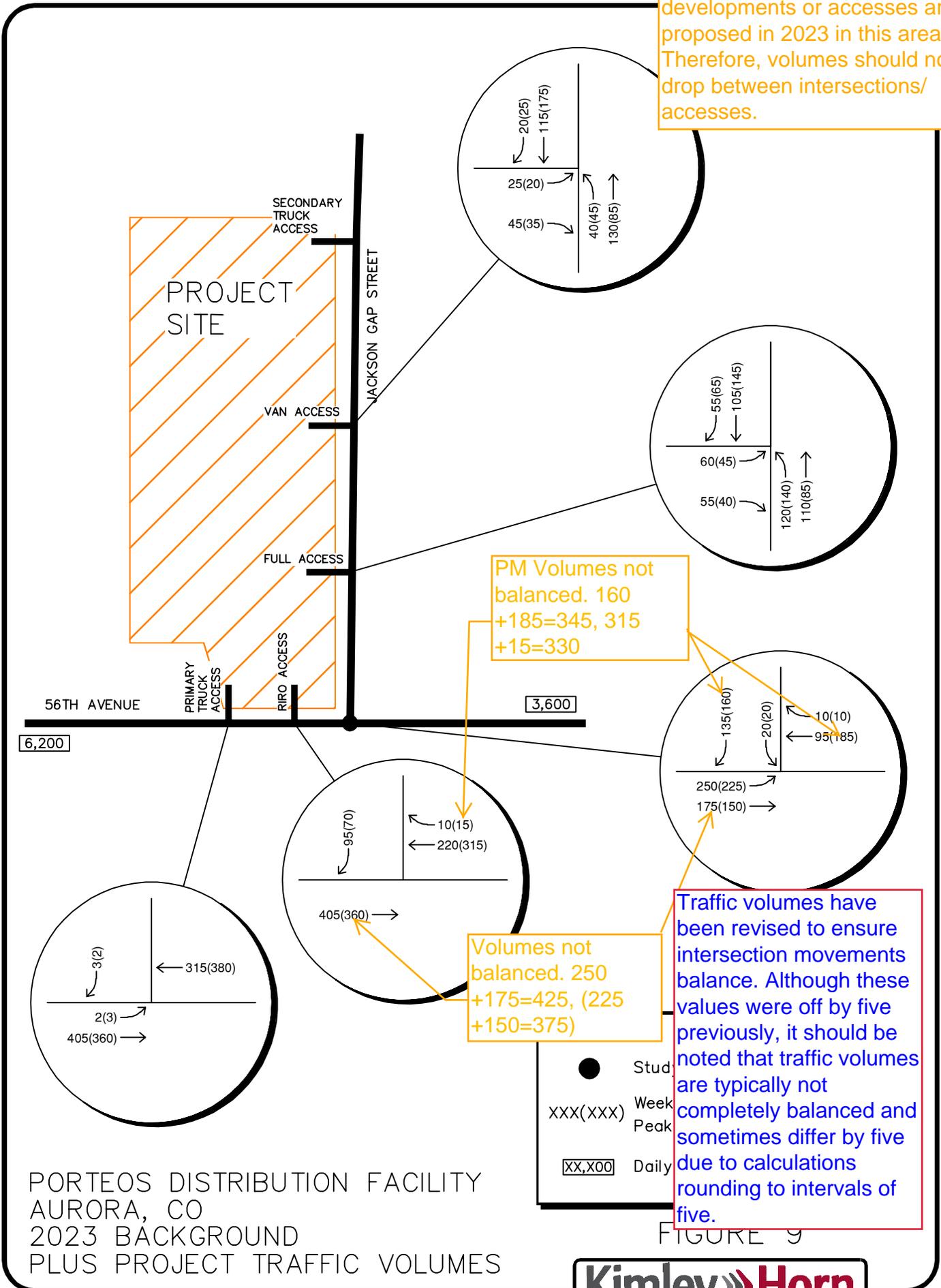
LEGEND

- Study Area Key Intersection
- XX% External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting] Trip Distribution Percentage

PORTEOS DISTRIBUTION FACILITY
AURORA, CO
PROJECT TRIP DISTRIBUTION

FIGURE 7

Check continuation of traffic movements. No other developments or accesses are proposed in 2023 in this area. Therefore, volumes should not drop between intersections/ accesses.



PORTEOS DISTRIBUTION FACILITY
 AURORA, CO
 2023 BACKGROUND
 PLUS PROJECT TRAFFIC VOLUMES

FIGURE 9

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for a signalized and all-way stop controlled intersection is defined for each approach and for the overall intersection.

5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections and project access driveways for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 3**. Existing peak hour factors were used for the existing and 2022 conditions, and the recommended HCM urban area peak hour factor of 0.92 was used for the 2040 analysis. Synchro traffic analysis software was used to analyze the study area intersections and access driveways. The Synchro Highway Capacity Manual (HCM) methodology reports were used to analyze intersection delay and level of service.

Jackson Gap Street and 56th Avenue

The existing T-intersection Jackson Gap Street and 56th Avenue is unsignalized and operates with stop control along the southbound Jackson Gap Street approach. Based on the turn lane analysis, an eastbound left turn lane is required to meet Aurora guidelines; therefore, the intersection has been analyzed with an eastbound left turn lane throughout the long-term 2040 horizon. All movements at this intersection currently operate acceptably with LOS B or better during the morning and afternoon peak hours. With the addition of project traffic, all movements at this intersection are expected to operate acceptably with LOS B or better during the peak hours in 2023. It is recommended that the southbound approach of Jackson Gap Street provides separate left and right turn lanes.

The Northeast Area Transportation Study (NEATS) Refresh identifies six-lanes (three through lanes in each direction) by year 2040. From “Aurora Costco Depot”, 56th Avenue only identified widening to four lanes. In the 2040 analysis, 56th Avenue was studied with four-lanes (two through lanes in each direction). With the recommended lane configurations, all movements at this intersection are expected to

Consistent with the NEATS Refresh study, 56th Avenue has been evaluated with three through lanes in each direction in 2040.

The 2040 lane configuration should conform with NEATS (six - Lanes), not the Aurora Costco Depot Study

5.3 Project Access Operational Analysis

With completion of the Porteos Distribution Facility (Lot 10B), the site proposes two accesses along the north side of 56th Avenue and three accesses along the west side of Jackson Gap Street. The west access along 56th Avenue will be designated for trucks and proposes full movements while the east access along 56th Avenue will serve employees and be restricted to right-in/right-out movements. The three accesses along Jackson Gap Street propose to allow full turning movements with the south access designated for employee parking, the middle access serving the transport vans, and the north access being a secondary truck access. The project accesses are recommended to have a R1-1 “STOP” sign installed for the exiting approaches. For the right-in/right-out access along 56th Avenue, it is recommended a R3-2 No Left Turn sign be placed underneath the STOP sign on the southbound driveway approach. Due to the absence of a raised median within 56th Avenue, a R3-2 No Left Turn sign should be placed on the northeast corner of the right-in/right-out access intersection, visible to eastbound drivers along 56th Avenue to restrict entering left turn movements. Based on the turn lane requirement analysis, the south access along 56th Avenue will require a designated southbound right turn lane. The truck access along 56th Avenue does not require an eastbound left turn lane but is recommended in year 2040 with the widening of 56th Avenue. The south and middle accesses along Jackson Gap Street will require a northbound left turn lane. Single lanes should be sufficient on the exiting approaches at all five accesses; however, providing separate left and right turn lanes for exiting could be considered at the full movement accesses.

Based on the turn lane requirement analysis, the south access along 56th Avenue will require a designated southbound right turn lane. The truck access along 56th Avenue does not require an eastbound left turn lane but is recommended in year 2040 with the widening of 56th Avenue. Both accesses along Jackson Gap Street will require a northbound left turn lane. Single lanes should be sufficient on the exiting approaches at all four accesses. With the recommended lane configurations and control, all movements at the access intersections are expected to operate acceptably with LOS C or better during the peak hours throughout 2040. It should be noted trucks are not expected to utilize the secondary truck access during peak hours; therefore, operations were not provided at the north access along Jackson Gap Street. The north access along Jackson Gap Street will operate acceptably in the event that a truck is present during peak hours. **Table 4** provides the results of the level of service at this intersection.

Please explain further why trucks are not expected to use the secondary truck access.

As current user specific traffic generation has been obtained, trucks have been assigned to the secondary truck access.

Please provide 2023 and 2040 Turn Lane Length analysis for the southbound right auxiliary lane and the Jackson Gap Street South Access (Employees). Include CDOT Access Code and Synchro 95th percentile analysis.

Provide 2023 and 2040 CDOT access code turn lane lengths for auxiliary lanes.

Table 5 – Turn Lane Length Analysis Results

CDOT turn lane length discussion has been included in the revised report text.

As current user specific traffic generation has been obtained, a southbound right turn lane no longer meets the threshold for an auxiliary right turn lane; therefore, is no longer included in Table 5. Both CDOT Access Code lengths and Synchro 95th percentile vehicle queues lengths have been included in Table 5.

Intersection	Existing Turn Lane Length (feet)	2023 Calculated Queue Length (feet)	2023 Recommended Turn Lane Length (feet)	2040	
				2040	2040
Trucks)	DNE	25'	150'	100'	150'
	DNE	25'	150'	25'	150'
Access	DNE	DNE	DNE	50'	150'
	DNE	25'	50'	50'	50'
Access	DNE	25'	150'	25'	150'
	DNE	25'	50'	25'	50'
Eastbound Approach	DNE	25'	150'	25'	150'
	DNE	25'	50'	25'	50'

DNE = Does Not Exist;

As shown in the queuing table, turn lanes currently do not exist at the key intersection but all new auxiliary turn lanes should be constructed and designated with the lengths reported in **Table 6**.

Table 6 is not shown.

Reference has been changed to Table 5.

Based on the results of the intersection operation, the recommended lane configurations and control of the study key intersections are shown for the 2023 project buildout year in **Figure 11** and for the 2040 long term horizon in **Figure 12**.

5.6 Gated Queue Analysis

The project proposes three gate stations for entering and exiting the two truck accesses and van delivery area. Therefore, a gated entry vehicle queuing analysis was performed to ensure trucks and delivery vans will not spillback into the public streets.

The truck access along 56th Avenue will have a gate station located approximately 550 feet from the driveway entrance while the truck access along Jackson Gap Street will have a gate station located approximately 100 feet from the driveway entrance. For the early morning truck peak hour of the generator (not the peak hour of the facility), a maximum of 10 trucks are anticipated to enter the facility. For the evening peak hour, seven (7) trucks were assigned to the primary truck access along 56th Avenue and three (3) trucks were assigned to the

User specific project traffic generation estimates have been provided in the revised study. These trips have been allocated into truck trips, delivery vehicle trips, and passenger vehicle trips.

Please provide the truck peak hour trip generation in the appendix.

It should be noted that dwell times for gates is unknown and estimates have been provided from the project team based on operational parameters. The dwell times have been refined to be two minutes for the truck gate and 30 seconds at the van gate. The van gate will include a scanning system for entrance while the truck gate will have security personnel. Both estimated dwell times are considered to be conservative.

access along Jackson Gap Street. This volume was used to analyze the requirements. Since it is unreasonable to assume that vehicles will arrive at a throughout the truck peak hour, a Poisson distribution storage equation was used variations in arrival rates. A service rate of 180 seconds per truck was utilized analysis as the time identified at the window. Based on these volumes and length of one (1) WB-67 truck (67 feet) is needed before, it is anticipated that the truck queueing will be negative impact. I have a gate station located approximately 40 feet entrance. It is anticipated that 66 vehicles will arrive to the site during the r from the trip generation calculations. This volume was used to analyze the requirements. A service rate of 15 seconds per van was utilized within the s the time identified scanning an entry card. Based on these volumes and calculated that a storage length of one van (30 feet) is needed on site prior to the gate station; therefore, it is anticipated that the van queueing will be sufficiently accommodated on site without negative impact.

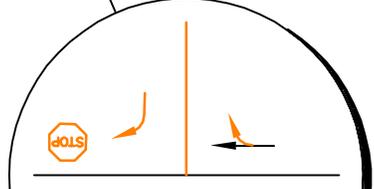
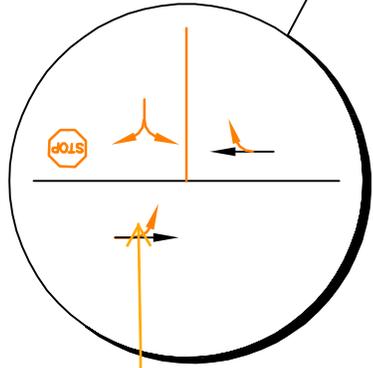
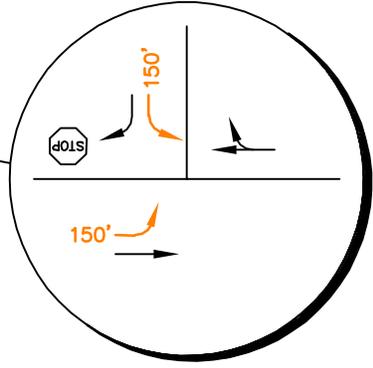
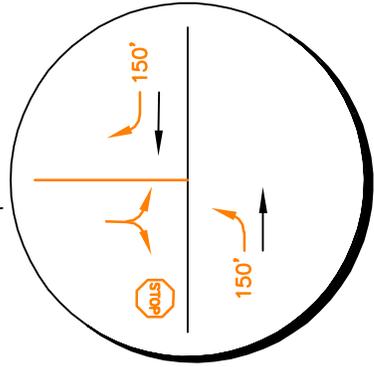
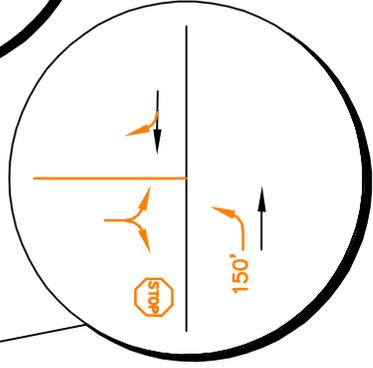
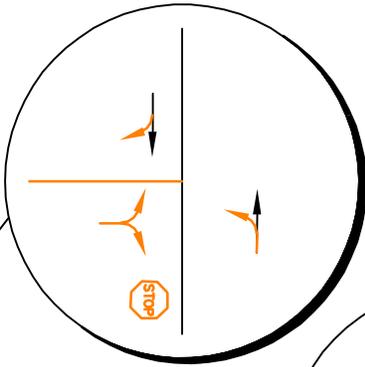
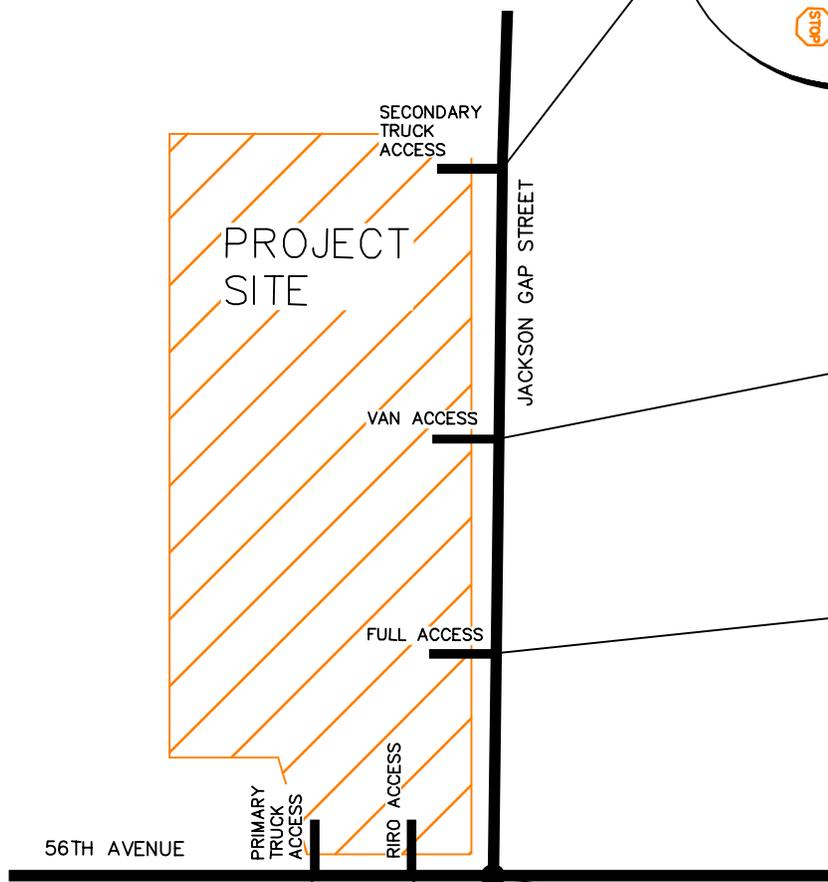
Please state how these service rates were determined. Specify gate type that will be able to achieve 15 sec/veh.

Although the calculations suggest that only 1 van length is required for storage, the likelihood of the holding true at all times is extremely low at 66 veh/sec. Please provide additional discussion/analysis.

feet are included in **Appendix E**.
valuation
rtation and mobility operations, pedestrian, bicycle, and
transit evaluations were conducted. There are not any sidewalk facilities currently along 56th

As current user specific traffic generation has been obtained, the entering volumes for the vans is currently 15 vehicles per hour. It has been recommended that the van access provide space for two vehicles to queue on site.

Sidewalks are planned for construction by others as part of venue planned improvements. 56th Avenue and Jackson Gap like lane facilities. The nearest transit operations to the site ation which runs the A-Line in the area.



Westbound Left from 2040 recommendations should be shown in 2023 as well.

An eastbound left turn lane at the truck access along 56th Avenue has been recommended in 2023. With an increase in user specific trucks trips, this recommendation is consistent with CDOT access code guidelines.

LEGEND	
	Study Area Key Intersection
	Stop Controlled Approach
	Signalized Intersection
	Improvement
	100' Turn Lane Length (feet)

PORTEOS DISTRIBUTION
 AURORA, CO
 2023 RECOMMENDATIONS

FIGURE 11

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes the proposed Porteos Distribution Facility (Lot 10B) will be successfully incorporated into the existing and future roadway network. The proposed project development and expected traffic volumes resulted in the following recommendations and conclusions:

- With completion of the Porteos Distribution Facility (Lot 10B), the site proposes two accesses along the north side of 56th Avenue and three accesses along the west side of Jackson Gap Street. The west access along 56th Avenue will be designated for trucks and proposes full movements while the east access along 56th Avenue will serve employees and be restricted to right-in/right-out movements. The three accesses along Jackson Gap Street propose to allow full turning movements with the south access designated for employee parking, the middle access serving the transport vans, and the north access designated as a secondary truck access. The project accesses are recommended to have a R1-1 sign installed for the exiting approaches. For the right-in/right-out access along 56th Avenue it is recommended a R3-2 No Left Turn sign be placed underneath the STOP sign at the southbound driveway approach. Due to the absence of a raised median within 56th Avenue, a R3-2 No Left Turn sign should be placed on the northeast corner of the right-in/right-out access intersection, visible to eastbound drivers along 56th Avenue to restrict entering left turn movements. Based on the turn lane requirement analysis, the south access along 56th Avenue will require a designated southbound right turn lane. The truck access along 56th Avenue does not require an eastbound left turn lane but is recommended in year 2040 with the widening of 56th Avenue. The south and middle accesses along Jackson Gap Street will require a northbound left turn lane. Single lanes should be sufficient on the exiting approaches at all five accesses; however, providing separate left and right turn lanes for exiting could be considered at the full movement accesses.
- An eastbound and southbound left turn lane should be provided at the intersection of 56th Avenue and Jackson Gap Street. By 2040, 56th Avenue is anticipated to be widened to provide two through lanes in each direction within the project limits.

Please include a pork chop island at RI/RO access.

A "Pork Chop" island has been included in the recommendations.



Project Porteos Distribution Facility
 Subject Trip Generation for Packaging Distribution Stores (Client Data)
 Designed by MAG Date October 06, 2020 Job No. 096360012
 Checked by _____ Date _____ Sheet No. 1 of 1

Traffic Impact Study for City Boulevard-North (DRAFT), prepared for Crescent Resources, Charlotte, NC by Kimley-Horn (February 2007)

Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 479,000 Square Feet
 X = 479.000
 T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Weekday		Directional Distri
T = 1.05 (X)		T = 503
T = 1.05 *	479.000	236 entering
		236 + 2

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Weekday		Directional Distri
T = 0.985 (X)		T = 472
T = 0.985 *	479.000	278 entering
		278 + 1

Weekday

Daily Weekday		Directional Distri
T = 5.28 (X)		T = 2530
T = 5.28 *	479.000	1265 entering
		1265 + 1

Is this the reference project used to develop the trip gen calcs? Please provide further specifics on how these formulas were developed. Please provide collected data, client provided data, etc.

This data was previous rates obtained from similar sites from previous traffic studies. A more refined user specific data was obtained for this specific site and included in the revised traffic study. The project traffic generation estimates have been provided in the revised study. These site specific trips have been allocated into truck trips, delivery vehicle trips, and passenger vehicle trips. Peak hour of the generator van and truck trips used in the gated entry vehicle queuing analysis can be found in the user specific site generated traffic included in the Appendix of the revised study.

Please provide discussion or calcs showing distribution of vehicle types. What percentage will be vans, trucks, personal vehicles?

Please provide truck peak hour trip generation, which was used for queuing analysis.

Update PHF and % trucks coded in synchro to match count data / available resources. Use PHF for existing and then average of existing and .92 for future.

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	88	155	56	0	0	25
Future Vol, veh/h	88	155	56	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	96	168	61	0	0	27

The PHF and heavy vehicle percentages were updated in Synchro to match the count data. An average of existing and HCM urban standard 0.92 has been used for peak hour factors in 2040. It should be noted that PM peak hour at the key intersection currently has a peak hour factor of 0.91; therefore, was normalized to 0.92 in 2040.

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	61	0	421
Stage 1	-	-	61
Stage 2	-	-	360
Critical Hdwy	4.22	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	5.52
Follow-up Hdwy	2.308	-	3.608
Pot Cap-1 Maneuver	1481	-	571
Stage 1	-	-	937
Stage 2	-	-	684
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1481	-	530
Mov Cap-2 Maneuver	-	-	530
Stage 1	-	-	870
Stage 2	-	-	684

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1481	-	-	-	977
HCM Lane V/C Ratio	0.065	-	-	-	0.028
HCM Control Delay (s)	7.6	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	405	315	0	0	5
Future Vol, veh/h	5	405	315	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	5	440	342	0	0	5

This is a Heavy Vehicle access movement. Theoretically only heavy vehicles will be using this (HV%=100). This comment also applies to 2023 PM, 2040 AM and 2040 PM.

Major/Minor	Major1	Major2
Conflicting Flow All	342	0
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	4.22	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	2.308	-
Pot Cap-1 Maneuver	1163	-
Stage 1	-	-
Stage 2	-	-
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	1163	-
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

The heavy vehicle percentages has been changed to 100 percent for the movements in and out of the truck accesses while the vans and passenger vehicle accesses were evaluated at the HCM standard 2 percent (although expected to be 0 percent).

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1163	-	-	-	678
HCM Lane V/C Ratio	0.005	-	-	-	0.008
HCM Control Delay (s)	8.1	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0