



# **ALDRIDGE TRANSPORTATION CONSULTANTS, LLC**

*Advanced Transportation Planning and Traffic Engineering*

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June 22, 2022

Ted Swan  
Were Malcomb  
900 S. Broadway, #320  
Denver, CO 80209

RE: Transportation Impact Study - Revised  
SEC Smith Road and Picadilly Road., Aurora, CO

Dear Mr. Swan:

Aldridge Transportation Consultants (ATC) is pleased to present this traffic impact study for the proposed Prologis on the southeast corner of Smith Road and Picadilly Road in Aurora.

ATC is professional service firm specializing in traffic engineering and transportation planning. ATC's principal, John M.W. Aldridge is a Colorado licensed professional engineer. In the past 20 years, ATC has prepared over 1,000 traffic impact studies, designed over 100 traffic signals, and has provided expert witness testimony on engineering design and access issues on multi-million-dollar interchange and highway projects in Kansas and Colorado.

We acknowledge that City of Aurora's review of this study is only for general performance with submittal requirements, current design criteria, and standard engineering principles and practice.

ATC appreciates the opportunity to be of service. Please call if you have any questions. We can be reached at 303-703-9112.

Respectfully submitted,  
**Aldridge Transportation Consultants, LLC**

John M.W. Aldridge, P.E.  
Principal





## INTRODUCTION

This Traffic Impact Study examines the potential impact on traffic caused by the development of an industrial complex featuring over 1,000,000 square feet of warehousing. The Prologis complex is located on southeast corner of Picadilly Road and Smith Road in Aurora. Figure 1 shows the location of the site, preliminary site plan, and the surrounding streets and intersections.



Figure 1 Site Location and Surrounding Area

## EXISTING CONDITIONS

**Smith Road** is a 2-4-lane undivided Arterial and carries approximately 4,000 ADT on the west leg and 2,000 ADT on the east leg assuming that the PM peak hour is 10 percent of the daily volume. The posted speed limit is 40 mph on the west leg and 45 mph on the east leg.

**Picadilly Road** is a 2-lane industrial local road. The ADT is 3,500 assuming that the PM peak hour is 10 percent of the daily volume. It is posted at 30 mph.



**19<sup>th</sup> Ave.** is a 4-lane industrial Collector roadway. It serves as the primary route to/from the E-470 interchange and connection to I-70. The ADT in this section is the same as Picadilly Road at 3,500. It is posted at 30 mph.

**Sicily St.** is a 2-lane service road. It provides parking for trailers on both sides of the road.

**Picadilly Interchange with I-70** is a yet to be constructed new interchange project that has been approved by the Colorado Transportation Commission. It will reroute Picadilly Road away from its current alignment and decommission the Colfax/I-70 interchange. The current alignment of Picadilly Road south of Smith Road will be removed. 19<sup>th</sup> Ave. will be extended and connect with the realigned Picadilly Road. The proposed west access to the project on the present Picadilly Road alignment will be eliminated. Figure 2 shows the revised preferred alternative.

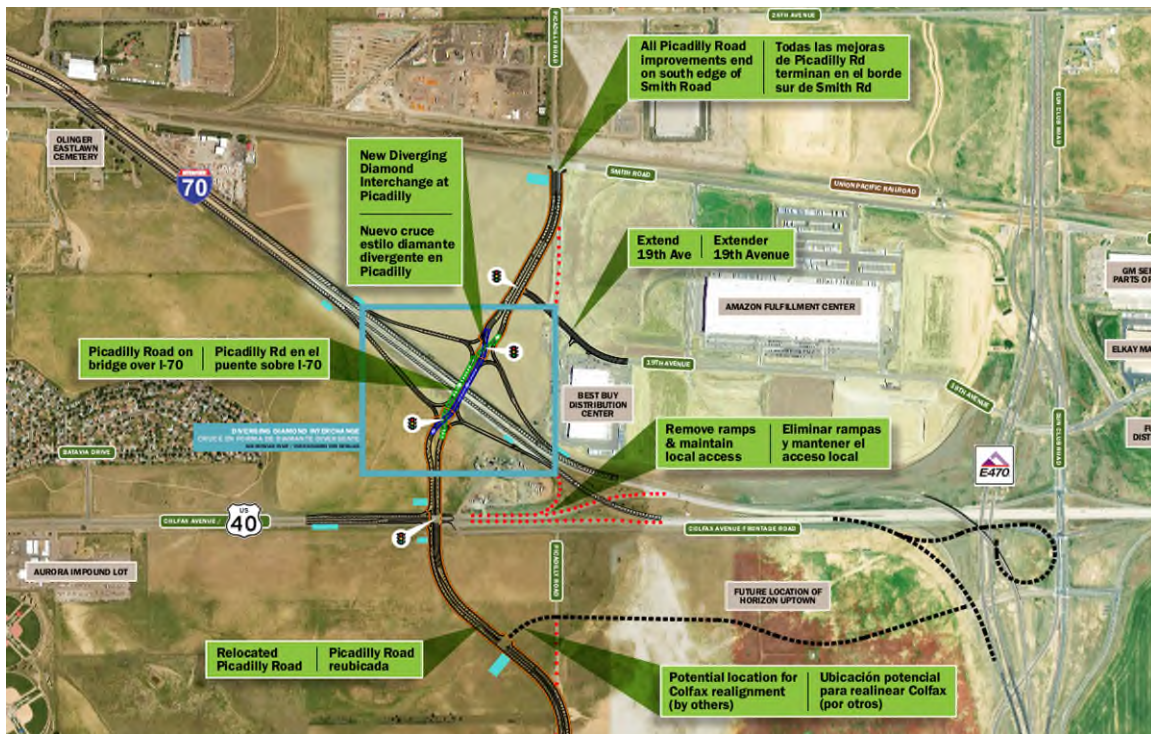


Figure 2 Picadilly Interchange with I-70

The current intersection of Picadilly/Smith is two-way stop sign controlled. The northbound and southbound approaches are askew. All movements on each approach are shared except for the northbound which features an exclusive 900-foot right turn lane.

AM and PM traffic counts were taken All Traffic Data on Thursday, January 13, 2022. The count worksheet and graphics are provided in the appendix for reference.





### ACCESS LOCATIONS

In the short term and prior to the construction of the interchange, there will be six access locations. One on Smith Road between Picadilly and Sicily, one on Picadilly halfway between Smith Road and 19<sup>th</sup> Ave., one on 19<sup>th</sup> Ave. between Sicily and Picadilly, and three on Sicily (one at each end and one in the middle).

### LAND USE and TRIP GENERATION

The property will be developed with 1,026,000 square feet of warehousing. The trip generation rates are from the *ITE Trip Generation Manual, 11<sup>th</sup> Edition*. The following worksheet provides the ADT and AM/PM Peak Hour traffic volumes.

Trip Generation Worksheet								
ITE CODE	LAND USE	UNIT	QUANTITY	ADT	AM		PM	
					IN	OUT	IN	OUT
150	Warehousing	KSF	1000	1.71	0.13	0.04	0.05	0.13
				1710	130	40	50	130
Total Trips Assigned to Driveways				1710	130	40	50	130

### TRAFFIC DISTRIBUTION & ASSIGNMENT

The distribution of the site generated traffic at each access and at the intersection is shown in the following Figure 2. The 5-year and 20-year total traffic assignments are shown on the Synchro graphics in the appendix. Note that the number 5 in assignments are nominal for a conservative analysis and not counted in the trip total.

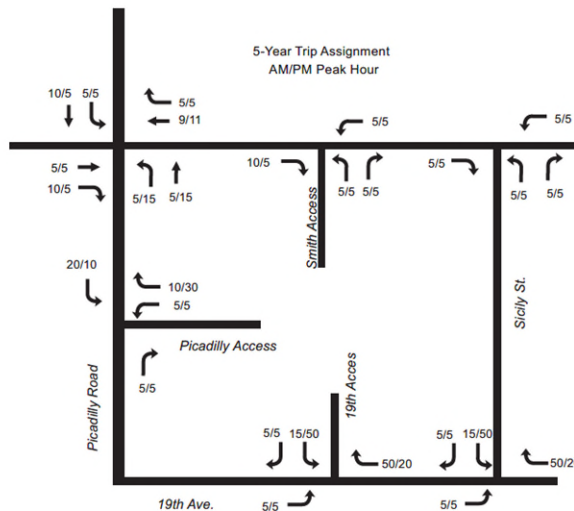


Figure 3 5-year AM & PM Trip Assignment

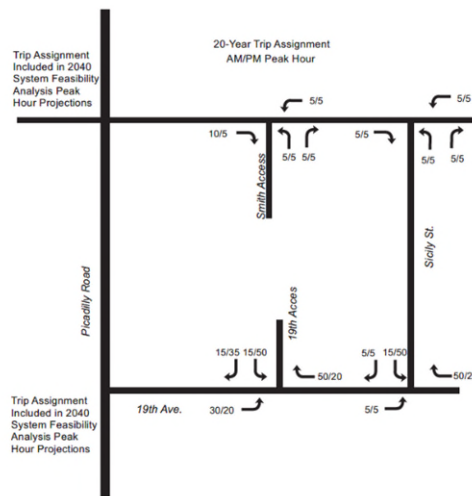


Figure 4 20-year AM and PM Trip Assignment

#### FUTURE TRAFFIC VOLUMES

The DRCOG Focus Model Assigned Volumes for 2020 and 2050 shows an annual growth rate of 1.023. The growth rate equates to a 5-year growth factor of 1.12 and a 20-year growth factor of 1.58. The current alignment of Picadilly Road was not included in the DRCOG 2020 model. In the 2050 model with the interchange in place, the new alignment of Picadilly Road is forecast to carry over 50,000 ADT.

The **I-70/Picadilly Road System Feasibility Analysis**, May 2020, is a comprehensive analysis of the future development of the area and analysis of alternatives including no action and the revised preferred alternative. It also provides a comprehensive inventory of 2040 forecast traffic volumes on the surrounding streets including Smith Road and 19<sup>th</sup> Ave. The forecast 2040 volume on Smith Road with the revised preferred alternative is 13,200 ADT and on 19<sup>th</sup> Ave. it is 5,100 ADT. Picadilly Road in the analysis is forecast to carry 30,900 ADT. Also note that the Feasibility Analysis assumes that the existing intersection of Picadilly Road and Smith Road will be improved significantly and signalized. It also assumes that the 19<sup>th</sup> Ave./Picadilly Road intersection will be signalized.

The 2040 AM and PM peak hour projections in the feasibility analysis were incorporated in this study for subsequent analysis of the intersection and access level of service and geometric configuration.

#### PEAK HOUR INTERSECTION LEVEL OF SERVICE

ATC uses Synchro v.10 for operations analyses. The Synchro methodology is based on the 6<sup>th</sup> Edition of the Highway Capacity Manual (HCM). The table summarizes the AM and PM peak hour LOS for the Existing, 5-year Background and Total, and 20-year Total. A Background analysis for the 20-year condition was not necessary as there will be significant changes to the roadway layout and traffic control with the new interchange. LOS is a letter rating from A to F. LOS A indicates free-flow traffic conditions and no delay at intersections. LOS F is heavy traffic congestion with



significant delay. LOS is provided for the overall operations at signalized intersections. LOS D is generally the benchmark for acceptable signalized intersection operations during the weekday peak hours. The critical movement, not the overall, indicates the LOS rating for unsignalized intersections, which is generally a left turn out from the minor street approach. Caution must be used when evaluating the LOS at unsignalized intersections particularly when LOS F is shown. In case of LOS, the HCM suggests that other evaluation methods should be considered such as the volume over capacity ratio and the 95<sup>th</sup> percentile queue length to make the most effective traffic control decision. LOS F at unsignalized intersections is typically normal during the weekday peak hours. Synchro graphics and reports for each timeframe are provided in the appendix.

<b>Unsignalized Intersection LOS Summary</b>								
LOS/Control Delay (secs) A=0-10, B=>10-15, C=>15-25, D=>25-35, E=>35-50, F=>50								
Intersection	5-year							
	Existing		Background		5-Year Total		20-year Total	
	AM	PM	AM	PM	AM	PM	AM	PM
Picadilly/Smith	C	C	C	D	C	D	n/a	n/a
Smith Access	n/a	n/a	n/a	n/a	B	A	C	B
Picadilly Access	n/a	n/a	n/a	n/a	A	A	n/a	n/a
19th Access	n/a	n/a	n/a	n/a	A	B	B	B
Sicily/Smith	n/a	n/a	n/a	n/a	B	A	C	C
Sicily/19th	n/a	n/a	n/a	n/a	B	B	B	C

<b>Signalized Intersection LOS Summary</b>								
LOS/Control Delay (secs) A=0-10, B=>10-20, C=>20-35, D=>35-55, E=>55-80, F=>80								
Intersection	5-year							
	Existing		Background		5-year Total		20-year	
	AM	PM	AM	PM	AM	PM	AM	PM
Picadilly/Smith	n/a	n/a	n/a	n/a	n/a	n/a	D	D
Picadilly/19th	n/a	n/a	n/a	n/a	n/a	n/a	A	A

Presently the intersection of Picadilly Road and Smith Road operates at LOS C/C in the AM and PM peak hours, respectively. In the 5-year Background and Total conditions it will operate at LOS C/D. These are acceptable levels of service. In the 20-year Total condition with signalization the intersection will operate at LOS D/D, again acceptable.

The north access on Smith Road will operate at LOS B/A in the 5-year Total condition and LOS C/B in the 20-year Total condition. The west access on Picadilly will operate at LOS A/A in the 5-year Total condition. The west access will be removed in the 20-year condition when Picadilly Road is realigned. The south access on 19<sup>th</sup> Ave. will operate at LOS A/A in the 5-year Total condition and in the 20-year conditions LOS B/B.

The signalized intersection of Picadilly Road and 19<sup>th</sup> Ave. in the 20-year Total condition will operate at LOS A/A.



A review of the 95<sup>th</sup> percentile queue length at each of the unsignalized intersections and access locations reveals no queue length in vehicles exceeds one vehicle length. At the signalized intersections no queues exceed capacity at the Picadilly Road/19<sup>th</sup> Ave. intersection. At Picadilly Road/Smith Road intersection, a minimum storage bay of 300 feet is necessary on the southbound left turn and 200 feet on the westbound left turn lane.

#### MITIGATION

The City uses the CDOT State Highway Access Code standards for the determination of auxiliary turn lanes at the access locations. In this case, assuming an NR-B classification on Smith Road and 19<sup>th</sup> Ave, the threshold for a right turn lane is 50 vph and 25 vph for a left turn lane. The required lanes consist of taper length and storage requirements for a roadway posted at 40 mph. The taper ratio is 12:1 or rounded to 150 feet. The storage length is 100 feet on the Smith Road right turn deceleration lanes. Acceleration lanes are not required. None of the accesses meet the threshold for auxiliary turn lanes.

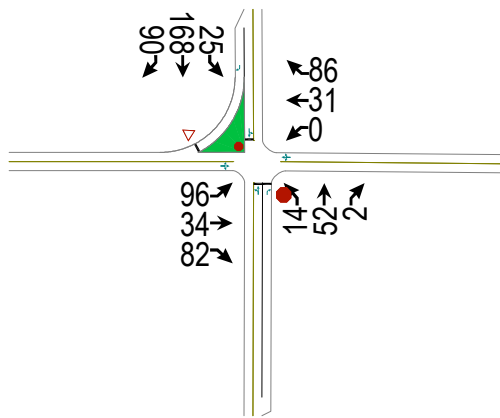
#### RECOMMENDATIONS

Based on the analysis, traffic from the site can be absorbed by the adjacent streets and intersections and not cause a safety or operational problem assuming the roadway and intersection improvement are deployed per the I-70/Picadilly Road System Feasibility Analysis as presented in Figure 2. The proposed access locations are the best engineering fit for the parcel's configuration and accessibility to the streets.

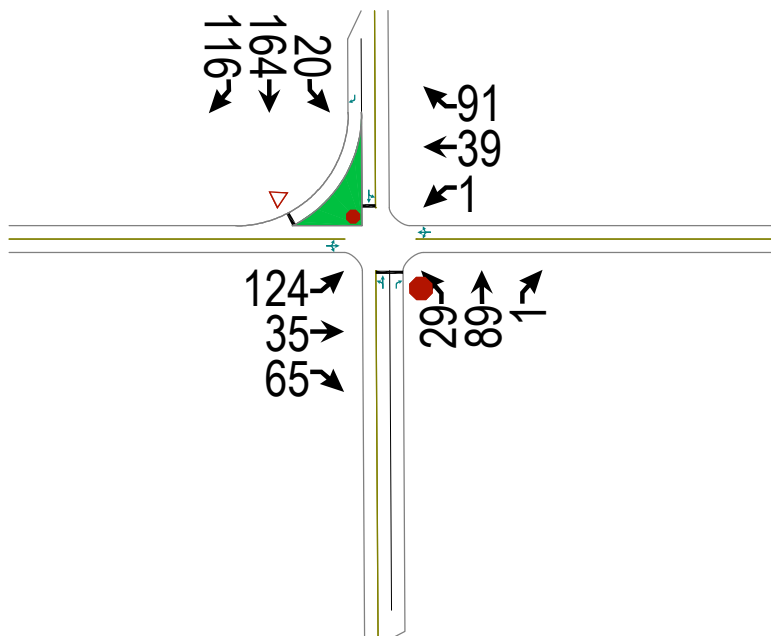


## APPENDIX

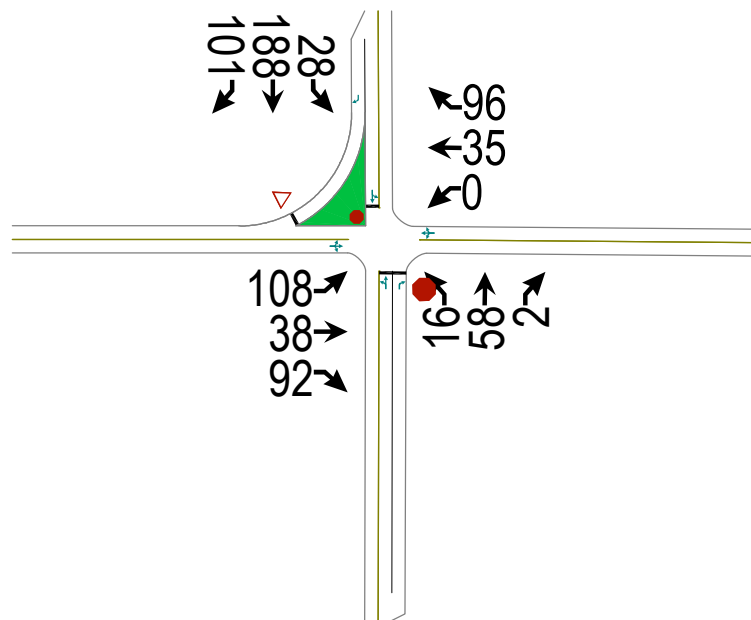




Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	96	34	82	0	31	86	14	52	2	25	168	90
Future Vol, veh/h	96	34	82	0	31	86	14	52	2	25	168	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	900	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	104	37	89	0	34	93	15	57	2	27	183	98
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	127	0	0	126	0	0	462	417	82	400	415	81
Stage 1	-	-	-	-	-	-	290	290	-	81	81	-
Stage 2	-	-	-	-	-	-	172	127	-	319	334	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1459	-	-	1460	-	-	510	527	978	560	528	979
Stage 1	-	-	-	-	-	-	718	672	-	927	828	-
Stage 2	-	-	-	-	-	-	830	791	-	693	643	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1459	-	-	1460	-	-	308	486	978	479	487	979
Mov Cap-2 Maneuver	-	-	-	-	-	-	308	486	-	479	487	-
Stage 1	-	-	-	-	-	-	663	620	-	856	828	-
Stage 2	-	-	-	-	-	-	582	791	-	580	593	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.5			0			14.8			15.1		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	433	978	1459	-	-	1460	-	-	486	979		
HCM Lane V/C Ratio	0.166	0.002	0.072	-	-	-	-	-	0.432	0.1		
HCM Control Delay (s)	15	8.7	7.7	0	-	0	-	-	17.9	9.1		
HCM Lane LOS	C	A	A	A	-	A	-	-	C	A		
HCM 95th %tile Q(veh)	0.6	0	0.2	-	-	0	-	-	2.1	0.3		

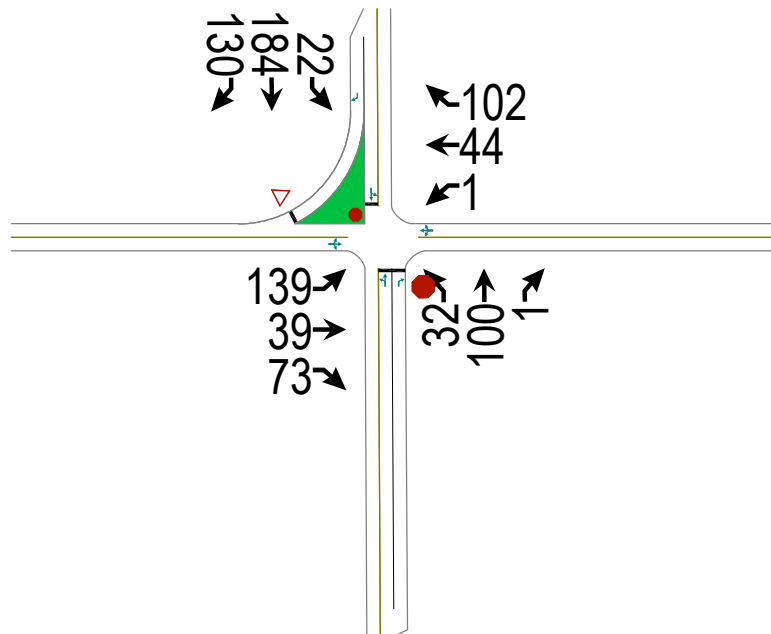


Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	124	35	65	1	39	91	29	89	1	20	164	116
Future Vol, veh/h	124	35	65	1	39	91	29	89	1	20	164	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	900	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	38	71	1	42	99	32	97	1	22	178	126
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	141	0	0	109	0	0	527	487	74	487	473	92
Stage 1	-	-	-	-	-	-	344	344	-	94	94	-
Stage 2	-	-	-	-	-	-	183	143	-	393	379	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1442	-	-	1481	-	-	462	481	988	491	490	965
Stage 1	-	-	-	-	-	-	671	637	-	913	817	-
Stage 2	-	-	-	-	-	-	819	779	-	632	615	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1442	-	-	1481	-	-	255	432	988	376	441	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	432	-	376	441	-
Stage 1	-	-	-	-	-	-	604	573	-	822	816	-
Stage 2	-	-	-	-	-	-	556	778	-	472	554	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.3			0.1			19.8			16		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	369	988	1442	-	-	1481	-	-	433	965		
HCM Lane V/C Ratio	0.348	0.001	0.093	-	-	0.001	-	-	0.462	0.131		
HCM Control Delay (s)	19.9	8.6	7.8	0	-	7.4	0	-	20.3	9.3		
HCM Lane LOS	C	A	A	A	-	A	A	-	C	A		
HCM 95th %tile Q(veh)	1.5	0	0.3	-	-	0	-	-	2.4	0.4		

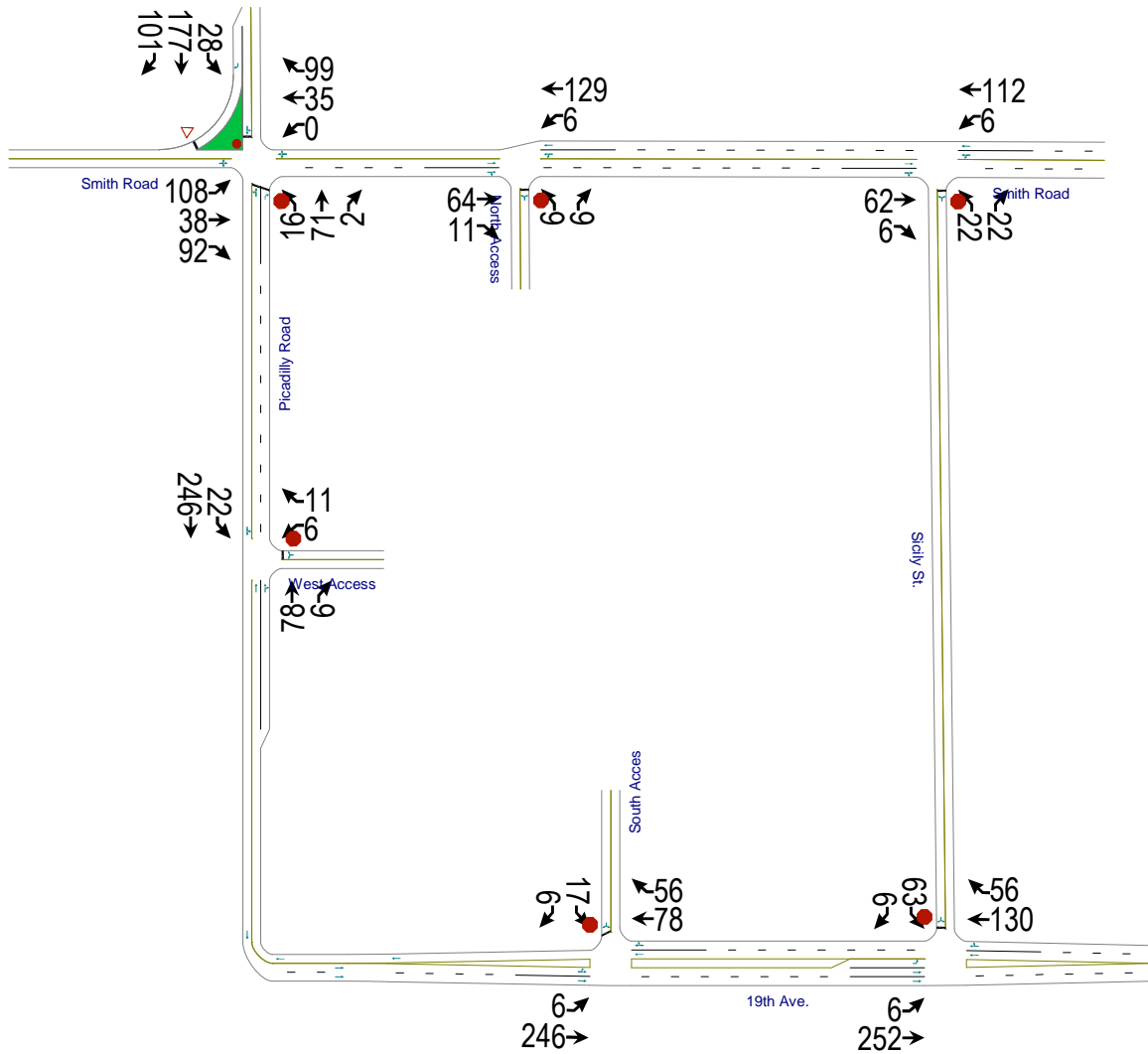




Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔	↔		↔	↔
Traffic Vol, veh/h	96	34	82	0	31	86	14	52	2	25	168	90
Future Vol, veh/h	96	34	82	0	31	86	14	52	2	25	168	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	900	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	41	100	0	38	105	17	63	2	30	205	110
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	141	0	0	518	468	91	449	466	91
Stage 1	-	-	-	-	-	-	325	325	-	91	91	-
Stage 2	-	-	-	-	-	-	193	143	-	358	375	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1440	-	-	1442	-	-	468	493	967	520	494	967
Stage 1	-	-	-	-	-	-	687	649	-	916	820	-
Stage 2	-	-	-	-	-	-	809	779	-	660	617	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1440	-	-	1442	-	-	250	449	967	432	450	967
Mov Cap-2 Maneuver	-	-	-	-	-	-	250	449	-	432	450	-
Stage 1	-	-	-	-	-	-	626	591	-	834	820	-
Stage 2	-	-	-	-	-	-	538	779	-	536	562	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.5			0			16.6			17.7		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	384	967	1440	-	-	1442	-	-	448	967		
HCM Lane V/C Ratio	0.209	0.003	0.081	-	-	-	-	-	0.524	0.113		
HCM Control Delay (s)	16.8	8.7	7.7	0	-	0	-	-	21.6	9.2		
HCM Lane LOS	C	A	A	A	-	A	-	-	C	A		
HCM 95th %tile Q(veh)	0.8	0	0.3	-	-	0	-	-	3	0.4		









Intersection												
Int Delay, s/veh	12.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	124	35	65	1	39	91	29	89	1	20	164	116
Future Vol, veh/h	124	35	65	1	39	91	29	89	1	20	164	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	900	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	43	79	1	47	111	35	108	1	24	200	141
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	122	0	0	590	545	83	544	529	103
Stage 1	-	-	-	-	-	-	385	385	-	105	105	-
Stage 2	-	-	-	-	-	-	205	160	-	439	424	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1422	-	-	1465	-	-	419	446	976	450	455	952
Stage 1	-	-	-	-	-	-	638	611	-	901	808	-
Stage 2	-	-	-	-	-	-	797	766	-	597	587	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1422	-	-	1465	-	-	200	394	976	324	402	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	200	394	-	324	402	-
Stage 1	-	-	-	-	-	-	565	541	-	797	807	-
Stage 2	-	-	-	-	-	-	510	765	-	422	519	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.3			0.1			25.2			19.4		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	318	976	1422	-	-	1465	-	-	392	952		
HCM Lane V/C Ratio	0.452	0.001	0.106	-	-	0.001	-	-	0.571	0.148		
HCM Control Delay (s)	25.3	8.7	7.8	0	-	7.5	0	-	25.7	9.4		
HCM Lane LOS	D	A	A	A	-	A	A	-	D	A		
HCM 95th %tile Q(veh)	2.2	0	0.4	-	-	0	-	-	3.4	0.5		



Prologis  
3: Picadilly Road & Smith Road

5-year AM TOTAL

02/15/2022

Intersection												
Int Delay, s/veh	9.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	34	82	0	31	88	14	63	2	25	158	90
Future Vol, veh/h	96	34	82	0	31	88	14	63	2	25	158	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	41	100	0	38	107	17	77	2	30	192	110
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	141	0	0	513	470	91	457	467	92
Stage 1	-	-	-	-	-	-	325	325	-	92	92	-
Stage 2	-	-	-	-	-	-	188	145	-	365	375	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1437	-	-	1442	-	-	472	492	967	514	493	965
Stage 1	-	-	-	-	-	-	687	649	-	915	819	-
Stage 2	-	-	-	-	-	-	814	777	-	654	617	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1437	-	-	1442	-	-	261	448	967	416	449	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	261	448	-	416	449	-
Stage 1	-	-	-	-	-	-	626	591	-	834	819	-
Stage 2	-	-	-	-	-	-	552	777	-	517	562	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.5			0			16.7			17.1		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	396	967	1437	-	-	1442	-	-	444	965		
HCM Lane V/C Ratio	0.237	0.003	0.081	-	-	-	-	-	0.502	0.114		
HCM Control Delay (s)	16.9	8.7	7.7	0	-	0	-	-	21	9.2		
HCM Lane LOS	C	A	A	A	-	A	-	-	C	A		
HCM 95th %tile Q(veh)	0.9	0	0.3	-	-	0	-	-	2.7	0.4		









Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	57	10	5	115	5	5
Future Vol, veh/h	57	10	5	115	5	5
Conflicting Peds, #/hr	0	0	150	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, %	2	2	2	2	2	2
Mvmt Flow	69	12	6	140	6	6
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	231	0	307	191
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	82	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1334	-	661	818
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1143	-	563	701
Mov Cap-2 Maneuver	-	-	-	-	563	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	926	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		10.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	624	-	-	1143	-	
HCM Lane V/C Ratio	0.02	-	-	0.005	-	
HCM Control Delay (s)	10.9	-	-	8.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Prologis  
8: West Access & Picadilly Road





5-year AM TOTAL

02/15/2022

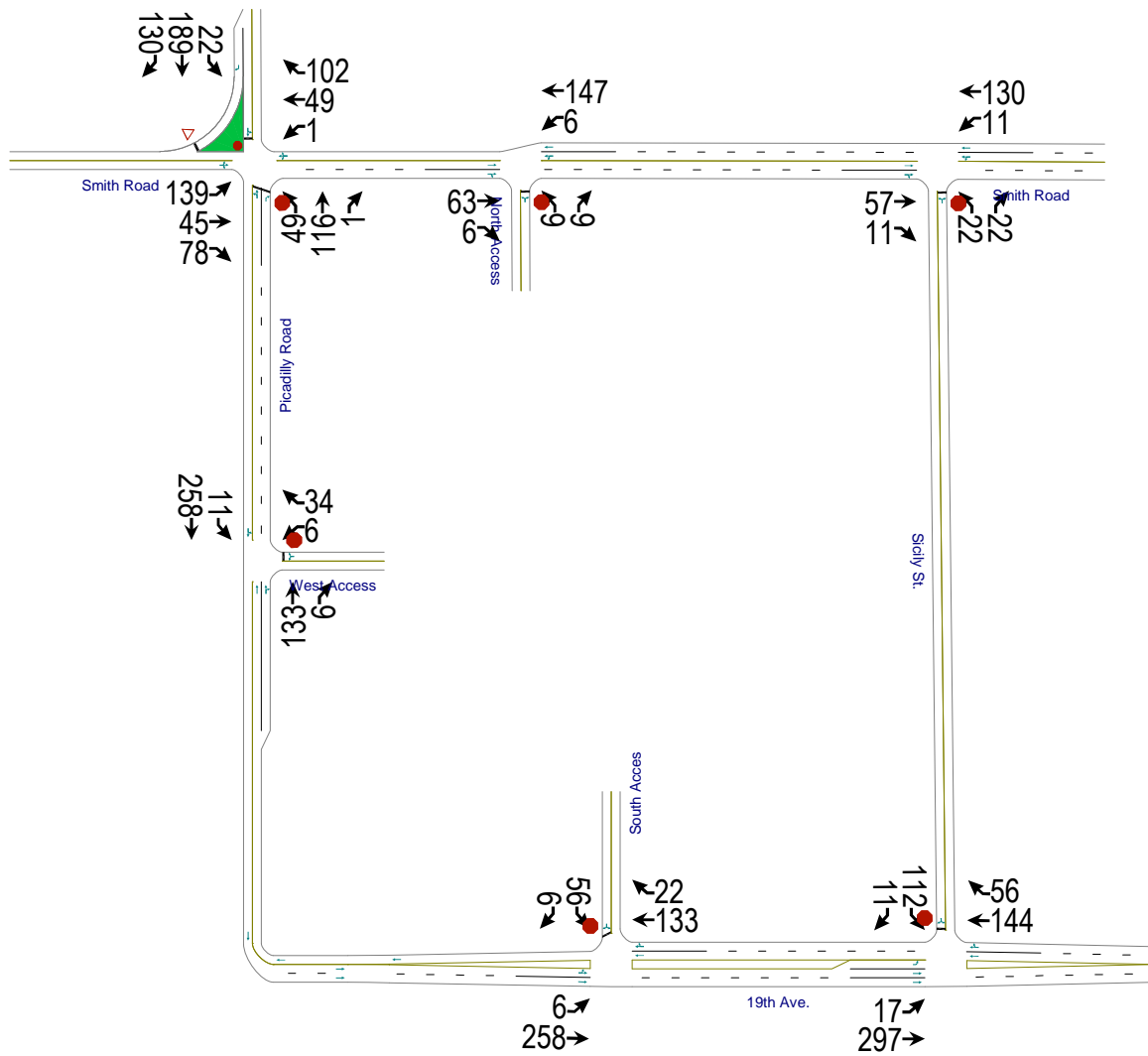
Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	10	70	5	20	220
Future Vol, veh/h	5	10	70	5	20	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	12	85	6	24	268
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	404	46	0	0	91	0
Stage 1	88	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	588	1014	-	-	1503	-
Stage 1	926	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	577	1014	-	-	1503	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		0.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	810		1503	-	
HCM Lane V/C Ratio	-	0.023		0.016	-	
HCM Control Delay (s)	-	9.5		7.4	0	
HCM Lane LOS	-	A		A	A	
HCM 95th %tile Q(veh)	-	0.1		0	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	220	70	50	15	5
Future Vol, veh/h	5	220	70	50	15	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, %	2	2	2	2	2	2
Mvmt Flow	6	268	85	61	18	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	146	0	-	0	262	73
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	146	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1434	-	-	-	705	974
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1434	-	-	-	701	974
Mov Cap-2 Maneuver	-	-	-	-	701	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	866	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		9.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1434	-	-	-	754	
HCM Lane V/C Ratio	0.004	-	-	-	0.032	
HCM Control Delay (s)	7.5	0	-	-	9.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	55	5	5	100	20	20
Future Vol, veh/h	55	5	5	100	20	20
Conflicting Peds, #/hr	0	0	100	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, %	2	2	2	2	2	2
Mvmt Flow	67	6	6	122	24	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	173	0	243	137
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1401	-	724	886
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1268	-	652	802
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	936	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		10.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	719	-	-	1268	-	
HCM Lane V/C Ratio	0.068	-	-	0.005	-	
HCM Control Delay (s)	10.4	-	-	7.9	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	225	116	50	56	5
Future Vol, veh/h	5	225	116	50	56	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	274	141	61	68	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	202	0	-	0	321	101
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	149	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1367	-	-	-	648	935
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1367	-	-	-	645	935
Mov Cap-2 Maneuver	-	-	-	-	645	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	863	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		11.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1367	-	-	-	662	
HCM Lane V/C Ratio	0.004	-	-	-	0.112	
HCM Control Delay (s)	7.6	-	-	-	11.1	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	





Prologis  
3: Picadilly Road & Smith Road

5-year PM TOTAL




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Intersection												
Int Delay, s/veh	15.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	124	40	70	1	44	91	44	104	1	20	169	116
Future Vol, veh/h	124	40	70	1	44	91	44	104	1	20	169	116
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	-	-	0	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	151	49	85	1	54	111	54	127	1	24	206	141
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	134	0	0	609	561	92	570	548	110
Stage 1	-	-	-	-	-	-	394	394	-	112	112	-
Stage 2	-	-	-	-	-	-	215	167	-	458	436	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1413	-	-	1451	-	-	407	436	965	432	444	943
Stage 1	-	-	-	-	-	-	631	605	-	893	803	-
Stage 2	-	-	-	-	-	-	787	760	-	583	580	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1413	-	-	1451	-	-	186	385	965	294	392	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	385	-	294	392	-
Stage 1	-	-	-	-	-	-	557	534	-	789	802	-
Stage 2	-	-	-	-	-	-	497	759	-	392	512	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.2			0.1			35.1			21		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	292	965	1413	-	-	1451	-	-	379	943		
HCM Lane V/C Ratio	0.617	0.001	0.107	-	-	0.001	-	-	0.607	0.15		
HCM Control Delay (s)	35.3	8.7	7.9	0	-	7.5	0	-	28.1	9.5		
HCM Lane LOS	E	A	A	A	-	A	A	-	D	A		
HCM 95th %tile Q(veh)	3.8	0	0.4	-	-	0	-	-	3.8	0.5		

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	56	5	5	131	5	5
Future Vol, veh/h	56	5	5	131	5	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, %	2	2	2	2	2	2
Mvmt Flow	68	6	6	159	6	6
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	74	0	163	37
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1524	-	812	1027
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	809	1027
Mov Cap-2 Maneuver	-	-	-	-	809	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	917	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	905	-	-	1524	-	
HCM Lane V/C Ratio	0.013	-	-	0.004	-	
HCM Control Delay (s)	9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Prologis  
8: West Access & Picadilly Road





5-year PM TOTAL  
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Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	30	119	5	10	230
Future Vol, veh/h	5	30	119	5	10	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	37	145	6	12	280
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	452	76	0	0	151	0
Stage 1	148	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.63	6.93	-	-	4.13	-
Critical Hdwy Stg 1	5.83	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	551	970	-	-	1429	-
Stage 1	865	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	545	970	-	-	1429	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.3	0		0.3		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	873	1429	-	
HCM Lane V/C Ratio	-	-	0.049	0.009	-	
HCM Control Delay (s)	-	-	9.3	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	5	230	119	20	50	5
Future Vol, veh/h	5	230	119	20	50	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, %	2	2	2	2	2	2
Mvmt Flow	6	280	145	24	61	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	169	0	-	0	309	85
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1406	-	-	-	659	957
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1406	-	-	-	656	957
Mov Cap-2 Maneuver	-	-	-	-	656	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	860	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		10.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1406	-	-	-	675	
HCM Lane V/C Ratio	0.004	-	-	-	0.099	
HCM Control Delay (s)	7.6	0	-	-	10.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	



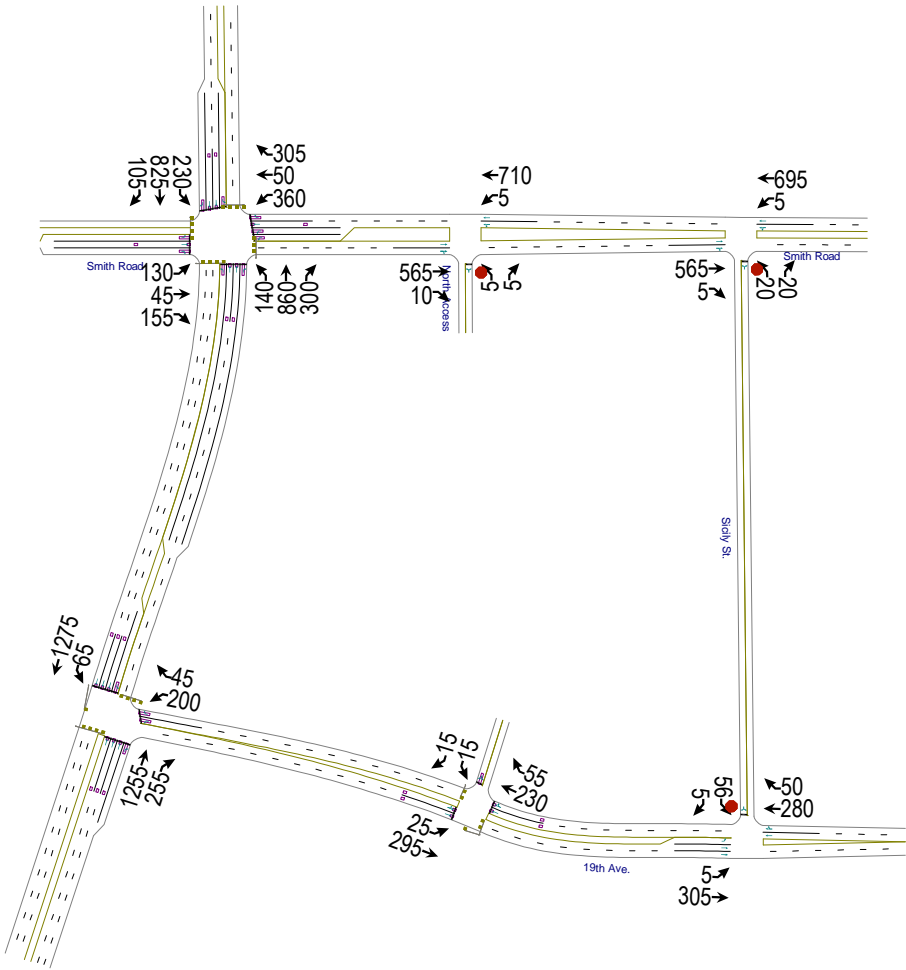
Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	51	10	10	116	20	20
Future Vol, veh/h	51	10	10	116	20	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	12	12	141	24	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	74	0	163	37
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	95	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1524	-	812	1027
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	805	1027
Mov Cap-2 Maneuver	-	-	-	-	805	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	910	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		9.2	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	903	-	-	1524	-	
HCM Lane V/C Ratio	0.054	-	-	0.008	-	
HCM Control Delay (s)	9.2	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	265	129	50	100	10
Future Vol, veh/h	15	265	129	50	100	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	323	157	61	122	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	218	0	0	386	109
Stage 1	-	-	-	188	-
Stage 2	-	-	-	198	-
Critical Hdwy	4.14	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	1349	-	-	590	924
Stage 1	-	-	-	825	-
Stage 2	-	-	-	816	-
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver	1349	-	-	582	924
Mov Cap-2 Maneuver	-	-	-	582	-
Stage 1	-	-	-	814	-
Stage 2	-	-	-	816	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.7
HCM LOS			B













Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1349	-	-	-	602
HCM Lane V/C Ratio	0.014	-	-	-	0.222
HCM Control Delay (s)	7.7	-	-	-	12.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8



Prologis  
3: Smith Road & Picadilly

20-year AM TOTAL

02/15/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	141	49	168	391	54	332	152	935	326	250	897	114
v/c Ratio	0.67	0.24	0.52	0.82	0.23	0.70	0.68	0.82	0.45	0.84	0.70	0.18
Control Delay	51.2	34.9	11.7	50.9	33.8	13.3	51.3	33.1	5.0	59.9	25.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	34.9	11.7	50.9	33.8	13.3	51.3	33.1	5.0	59.9	25.8	4.0
Queue Length 50th (ft)	67	23	0	98	25	6	72	218	0	121	193	0
Queue Length 95th (ft)	#160	54	52	#196	57	81	#170	#383	59	#284	313	30
Internal Link Dist (ft)		246			356			801			326	
Turn Bay Length (ft)	500		500	150			500		500	200		200
Base Capacity (vph)	230	389	461	474	404	588	242	1134	722	297	1281	651
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.13	0.36	0.82	0.13	0.56	0.63	0.82	0.45	0.84	0.70	0.18

























Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.




Prologis  
3: Smith Road & Picadilly







20-year AM TOTAL

02/15/2022













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	45	155	360	50	305	140	860	300	230	825	105
Future Volume (veh/h)	130	45	155	360	50	305	140	860	300	230	825	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	141	49	168	391	54	332	152	935	326	250	897	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	172	319	270	447	380	322	184	1065	475	280	1257	561
Arrive On Green	0.10	0.18	0.18	0.14	0.21	0.21	0.11	0.31	0.31	0.17	0.37	0.37
Sat Flow, veh/h	1697	1781	1510	3291	1781	1510	1697	3385	1510	1697	3385	1510
Grp Volume(v), veh/h	141	49	168	391	54	332	152	935	326	250	897	114
Grp Sat Flow(s),veh/h/ln	1697	1781	1510	1646	1781	1510	1697	1692	1510	1697	1692	1510
Q Serve(g_s), s	7.1	2.0	9.0	10.2	2.2	18.7	7.7	22.9	16.6	12.7	19.9	4.5
Cycle Q Clear(g_c), s	7.1	2.0	9.0	10.2	2.2	18.7	7.7	22.9	16.6	12.7	19.9	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	319	270	447	380	322	184	1065	475	280	1257	561
V/C Ratio(X)	0.82	0.15	0.62	0.88	0.14	1.03	0.82	0.88	0.69	0.89	0.71	0.20
Avail Cap(c_a), veh/h	217	366	310	447	380	322	228	1065	475	280	1257	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	30.4	33.3	37.2	28.0	34.5	38.3	28.5	26.3	35.8	23.6	18.7
Incr Delay (d2), s/veh	17.5	0.2	3.0	17.4	0.2	58.5	17.8	10.2	7.9	27.8	3.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.9	3.5	5.1	0.9	11.9	4.1	10.4	6.8	7.3	8.2	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	30.6	36.3	54.6	28.2	93.0	56.1	38.7	34.1	63.7	27.1	19.6
LnGrp LOS	E	C	D	D	C	F	E	D	C	E	C	B
Approach Vol, veh/h		358			777			1413			1261	
Approach Delay, s/veh		43.3			69.2			39.5			33.6	
Approach LOS		D			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	32.1	16.4	20.2	14.0	37.1	13.4	23.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	27.6	11.9	18.0	11.8	30.3	11.2	18.7				
Max Q Clear Time (g_c+I1), s	14.7	24.9	12.2	11.0	9.7	21.9	9.1	20.7				
Green Ext Time (p_c), s	0.0	1.8	0.0	0.4	0.1	4.2	0.1	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.0									
HCM 6th LOS			D									

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	565	10	5	710	5	5
Future Vol, veh/h	565	10	5	710	5	5
Conflicting Peds, #/hr	0	0	150	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, %	8	8	8	8	8	8
Mvmt Flow	614	11	5	772	5	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	775	0	1166	463
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	396	-
Critical Hdwy	-	-	4.26	-	6.96	7.06
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	-	-	2.28	-	3.58	3.38
Pot Cap-1 Maneuver	-	-	799	-	178	530
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	685	-	151	454
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	624	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		21.7	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	227	-	-	685	-	
HCM Lane V/C Ratio	0.048	-	-	0.008	-	
HCM Control Delay (s)	21.7	-	-	10.3	0.1	
HCM Lane LOS	C	-	-	B	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	295	230	55	15	15
Future Vol, veh/h	25	295	230	55	15	15
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, %	8	8	8	8	8	8
Mvmt Flow	27	321	250	60	16	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	310	0	-	0	495	155
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	4.26	-	-	-	6.96	7.06
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	2.28	-	-	-	3.58	3.38
Pot Cap-1 Maneuver	1205	-	-	-	489	844
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1205	-	-	-	476	844
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	782	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		11.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1205	-	-	-	-	609
HCM Lane V/C Ratio	0.023	-	-	-	-	0.054
HCM Control Delay (s)	8.1	0.1	-	-	-	11.2
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.2

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	217	49	1364	277	71	1386
v/c Ratio	0.69	0.15	0.50	0.28	0.42	0.41
Control Delay	43.0	9.4	13.4	2.6	42.8	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.0	9.4	13.4	2.6	42.8	6.1
Queue Length 50th (ft)	105	0	155	0	35	93
Queue Length 95th (ft)	176	27	249	41	78	157
Internal Link Dist (ft)	588		382			801
Turn Bay Length (ft)				150	150	
Base Capacity (vph)	461	448	2746	973	226	3385
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.11	0.50	0.28	0.31	0.41
Intersection Summary						







						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	200	45	1255	255	65	1275
Future Volume (veh/h)	200	45	1255	255	65	1275
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	217	49	1364	277	71	1386
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8	8	8	8
Cap, veh/h	265	236	3011	935	90	3547
Arrive On Green	0.16	0.16	0.62	0.62	0.05	0.73
Sat Flow, veh/h	1697	1510	5024	1510	1697	5024
Grp Volume(v), veh/h	217	49	1364	277	71	1386
Grp Sat Flow(s),veh/h/ln	1697	1510	1621	1510	1697	1621
Q Serve(g_s), s	9.8	2.2	11.7	6.7	3.3	8.5
Cycle Q Clear(g_c), s	9.8	2.2	11.7	6.7	3.3	8.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	265	236	3011	935	90	3547
V/C Ratio(X)	0.82	0.21	0.45	0.30	0.79	0.39
Avail Cap(c_a), veh/h	506	450	3011	935	248	3547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	29.0	7.9	7.0	36.9	4.0
Incr Delay (d2), s/veh	6.1	0.4	0.5	0.8	13.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.8	3.6	2.1	1.7	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.3	29.4	8.4	7.8	50.7	4.4
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	266		1641			1457
Approach Delay, s/veh	36.7		8.3			6.6
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.7	53.3			62.0	16.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	11.5	41.5			57.5	23.5
Max Q Clear Time (g_c+l1), s	5.3	13.7			10.5	11.8
Green Ext Time (p_c), s	0.1	13.5			14.8	0.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.8			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	565	5	5	695	20	20
Future Vol, veh/h	565	5	5	695	20	20
Conflicting Peds, #/hr	0	0	100	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, %	8	8	8	8	8	8
Mvmt Flow	614	5	5	755	22	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	719
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.26
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.28
Pot Cap-1 Maneuver	-	-	839
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	759
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	21.5
HCM LOS			C

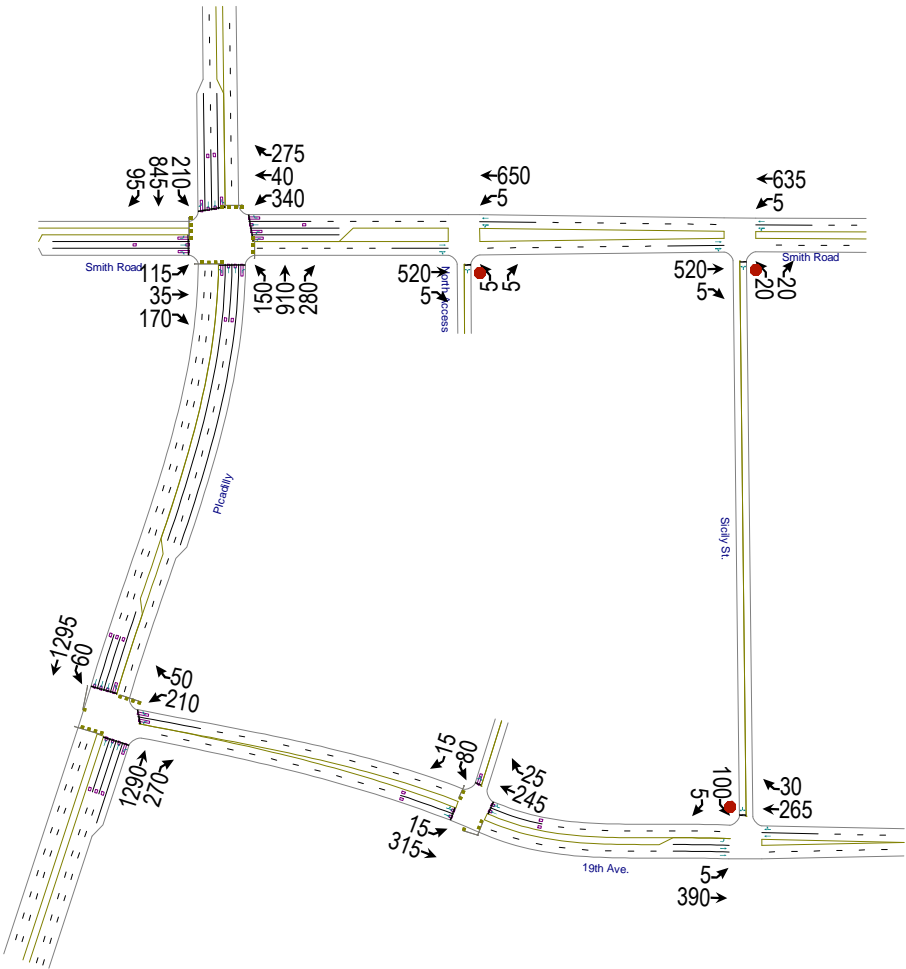
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	262	-	-	759	-
HCM Lane V/C Ratio	0.166	-	-	0.007	-
HCM Control Delay (s)	21.5	-	-	9.8	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	305	280	50	56	5
Future Vol, veh/h	5	305	280	50	56	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	5	332	304	54	61	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	358	0	0	507	179
Stage 1	-	-	-	331	-
Stage 2	-	-	-	176	-
Critical Hdwy	4.26	-	-	6.96	7.06
Critical Hdwy Stg 1	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	5.96	-
Follow-up Hdwy	2.28	-	-	3.58	3.38
Pot Cap-1 Maneuver	1155	-	-	480	815
Stage 1	-	-	-	682	-
Stage 2	-	-	-	819	-
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver	1155	-	-	478	815
Mov Cap-2 Maneuver	-	-	-	478	-
Stage 1	-	-	-	679	-
Stage 2	-	-	-	819	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.4
HCM LOS			B













Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1155	-	-	-	495
HCM Lane V/C Ratio	0.005	-	-	-	0.134
HCM Control Delay (s)	8.1	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5



Prologis  
3: Plcadilly/Picadiilly & Smith Road

20-year PM TOTAL

02/15/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	125	38	185	370	43	299	163	989	304	228	918	103
v/c Ratio	0.64	0.21	0.58	0.80	0.19	0.66	0.69	0.82	0.41	0.82	0.71	0.16
Control Delay	50.7	35.3	13.3	48.1	33.2	11.9	49.7	30.7	4.5	57.4	25.2	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	35.3	13.3	48.1	33.2	11.9	49.7	30.7	4.5	57.4	25.2	3.1
Queue Length 50th (ft)	59	18	0	92	20	0	76	226	0	109	198	0
Queue Length 95th (ft)	#143	45	55	#178	48	68	#171	#380	54	#251	308	23
Internal Link Dist (ft)	246			356			801			326		
Turn Bay Length (ft)	500		500	150			500		500	200		200
Base Capacity (vph)	206	395	479	465	430	591	256	1211	735	281	1296	657
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.10	0.39	0.80	0.10	0.51	0.64	0.82	0.41	0.81	0.71	0.16

























Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Prologis  
3: Plcadilly/Picadiilly & Smith Road

20-year PM TOTAL







02/15/2022













												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	35	170	340	40	275	150	910	280	210	845	95
Future Volume (veh/h)	115	35	170	340	40	275	150	910	280	210	845	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	125	38	185	370	43	299	163	989	304	228	918	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	155	315	267	433	387	328	196	1123	501	261	1252	559
Arrive On Green	0.09	0.18	0.18	0.13	0.22	0.22	0.12	0.33	0.33	0.15	0.37	0.37
Sat Flow, veh/h	1697	1781	1510	3291	1781	1510	1697	3385	1510	1697	3385	1510
Grp Volume(v), veh/h	125	38	185	370	43	299	163	989	304	228	918	103
Grp Sat Flow(s),veh/h/ln	1697	1781	1510	1646	1781	1510	1697	1692	1510	1697	1692	1510
Q Serve(g_s), s	6.3	1.6	10.0	9.6	1.7	16.9	8.2	24.1	14.7	11.5	20.5	4.0
Cycle Q Clear(g_c), s	6.3	1.6	10.0	9.6	1.7	16.9	8.2	24.1	14.7	11.5	20.5	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	315	267	433	387	328	196	1123	501	261	1252	559
V/C Ratio(X)	0.81	0.12	0.69	0.85	0.11	0.91	0.83	0.88	0.61	0.87	0.73	0.18
Avail Cap(c_a), veh/h	192	367	311	433	400	339	239	1123	501	262	1252	559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	30.2	33.7	37.1	27.4	33.4	37.8	27.6	24.4	36.2	23.8	18.6
Incr Delay (d2), s/veh	18.4	0.2	5.3	15.2	0.1	27.3	18.3	10.0	5.4	26.2	3.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.7	4.0	4.7	0.7	8.5	4.3	10.9	5.8	6.5	8.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	30.4	39.1	52.4	27.5	60.7	56.1	37.5	29.8	62.3	27.6	19.3
LnGrp LOS	E	C	D	D	C	E	E	D	C	E	C	B
Approach Vol, veh/h	348			712			1456			1249		
Approach Delay, s/veh	44.7			54.3			38.0			33.3		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	33.5	16.0	20.0	14.6	36.8	12.5	23.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	29.0	11.5	18.0	12.3	30.2	9.9	19.6				
Max Q Clear Time (g_c+I1), s	13.5	26.1	11.6	12.0	10.2	22.5	8.3	18.9				
Green Ext Time (p_c), s	0.0	2.0	0.0	0.4	0.1	4.0	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	40.1											
HCM 6th LOS	D											

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	520	5	5	650	5	5
Future Vol, veh/h	520	5	5	650	5	5
Conflicting Peds, #/hr	0	0	150	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, %	8	8	8	8	8	8
Mvmt Flow	565	5	5	707	5	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	720	0	1082	435
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	364	-
Critical Hdwy	-	-	4.26	-	6.96	7.06
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	-	-	2.28	-	3.58	3.38
Pot Cap-1 Maneuver	-	-	839	-	203	553
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	719	-	172	474
Mov Cap-2 Maneuver	-	-	-	-	172	-
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	649	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.2		19.9		
HCM LOS				C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	252	-	-	719	-	
HCM Lane V/C Ratio	0.043	-	-	0.008	-	
HCM Control Delay (s)	19.9	-	-	10	0.1	
HCM Lane LOS	C	-	-	B	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	





Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	15	315	245	25	80	15
Future Vol, veh/h	15	315	245	25	80	15
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, %	8	8	8	8	8	8
Mvmt Flow	16	342	266	27	87	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	293	0	-	0	483	147
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	4.26	-	-	-	6.96	7.06
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	2.28	-	-	-	3.58	3.38
Pot Cap-1 Maneuver	1223	-	-	-	498	855
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1223	-	-	-	490	855
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	794	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		13.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1223	-	-	-	525	
HCM Lane V/C Ratio	0.013	-	-	-	0.197	
HCM Control Delay (s)	8	0.1	-	-	13.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.7	



						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	228	54	1402	293	65	1408
v/c Ratio	0.70	0.16	0.51	0.30	0.40	0.42
Control Delay	42.5	8.8	13.7	2.6	42.6	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	8.8	13.7	2.6	42.6	6.5
Queue Length 50th (ft)	109	0	162	0	32	97
Queue Length 95th (ft)	181	28	257	42	73	165
Internal Link Dist (ft)	588		382			801
Turn Bay Length (ft)				150	150	
Base Capacity (vph)	485	473	2725	974	208	3346
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.11	0.51	0.30	0.31	0.42
Intersection Summary						

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	210	50	1290	270	60	1295
Future Volume (veh/h)	210	50	1290	270	60	1295
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	228	54	1402	293	65	1408
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	8	8	8	8	8
Cap, veh/h	278	247	2993	929	82	3509
Arrive On Green	0.16	0.16	0.62	0.62	0.05	0.72
Sat Flow, veh/h	1697	1510	5024	1510	1697	5024
Grp Volume(v), veh/h	228	54	1402	293	65	1408
Grp Sat Flow(s),veh/h/ln	1697	1510	1621	1510	1697	1621
Q Serve(g_s), s	10.2	2.4	12.2	7.3	3.0	8.9
Cycle Q Clear(g_c), s	10.2	2.4	12.2	7.3	3.0	8.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	278	247	2993	929	82	3509
V/C Ratio(X)	0.82	0.22	0.47	0.32	0.79	0.40
Avail Cap(c_a), veh/h	531	472	2993	929	227	3509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.6	28.4	8.1	7.2	36.9	4.3
Incr Delay (d2), s/veh	6.0	0.4	0.5	0.9	15.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.9	3.8	2.2	1.6	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.6	28.8	8.7	8.1	52.2	4.6
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	282		1695			1473
Approach Delay, s/veh	35.9		8.6			6.7
Approach LOS	D		A			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.3	52.7			61.0	17.3
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	10.5	41.5			56.5	24.5
Max Q Clear Time (g_c+l1), s	5.0	14.2			10.9	12.2
Green Ext Time (p_c), s	0.0	13.9			15.1	0.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			10.0			
HCM 6th LOS			B			

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	520	5	5	635	20	20
Future Vol, veh/h	520	5	5	635	20	20
Conflicting Peds, #/hr	0	0	100	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, %	8	8	8	8	8	8
Mvmt Flow	565	5	5	690	22	22
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	670	0	1023	385
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	-	-	4.26	-	6.96	7.06
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	-	-	2.28	-	3.58	3.38
Pot Cap-1 Maneuver	-	-	877	-	222	597
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	793	-	199	540
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	656	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		19.5	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	291	-	-	793	-	
HCM Lane V/C Ratio	0.149	-	-	0.007	-	
HCM Control Delay (s)	19.5	-	-	9.6	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.5	-	-	0	-	

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	390	265	30	100	5
Future Vol, veh/h	5	390	265	30	100	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	5	424	288	33	109	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	321	0	0	527	161
Stage 1	-	-	-	305	-
Stage 2	-	-	-	222	-
Critical Hdwy	4.26	-	-	6.96	7.06
Critical Hdwy Stg 1	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	5.96	-
Follow-up Hdwy	2.28	-	-	3.58	3.38
Pot Cap-1 Maneuver	1193	-	-	466	837
Stage 1	-	-	-	704	-
Stage 2	-	-	-	776	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1193	-	-	464	837
Mov Cap-2 Maneuver	-	-	-	464	-
Stage 1	-	-	-	701	-
Stage 2	-	-	-	776	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	474
HCM Lane V/C Ratio	0.005	-	-	-	0.241
HCM Control Delay (s)	8	-	-	-	15
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.9



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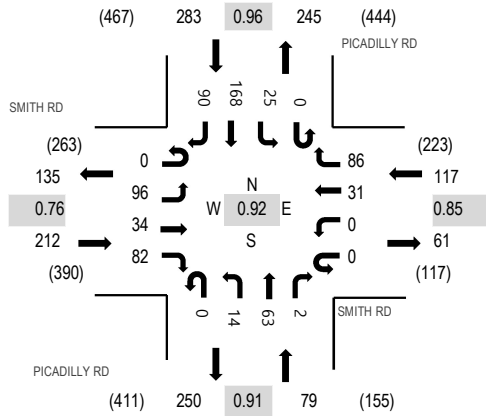
**Location:** 5 PICADILLY RD & SMITH RD AM

**Date:** Thursday, January 13, 2022

**Peak Hour:** 07:00 AM - 08:00 AM

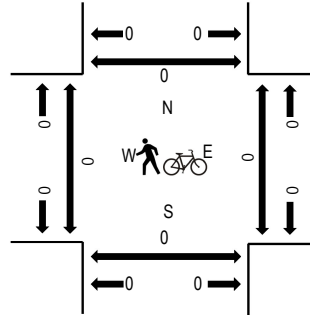
**Peak 15-Minutes:** 07:15 AM - 07:30 AM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	SMITH RD Eastbound				SMITH RD Westbound				PICADILLY RD Northbound				PICADILLY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	30	15	25	0	0	6	18	0	6	9	0	0	8	44	21	182	691	0	0	0	0
7:15 AM	0	21	8	31	0	0	7	25	0	3	18	0	0	6	44	24	187	662	0	0	0	0
7:30 AM	0	21	2	17	0	0	6	18	0	4	19	1	0	5	41	20	154	609	0	0	0	0
7:45 AM	0	24	9	9	0	0	12	25	0	1	17	1	0	6	39	25	168	567	0	0	0	0
8:00 AM	0	18	6	8	0	0	16	23	0	5	18	0	0	4	41	14	153	544	0	0	0	0
8:15 AM	0	19	8	9	0	0	10	12	0	6	18	1	0	3	26	22	134		0	0	0	0
8:30 AM	0	22	3	12	0	0	9	14	0	5	8	0	0	6	18	15	112		0	0	0	0
8:45 AM	0	26	20	27	0	0	8	14	0	8	7	0	0	5	20	10	145		0	0	0	0
Count Total	0	181	71	138	0	0	74	149	0	38	114	3	0	43	273	151	1,235		0	0	0	0
Peak Hour	0	96	34	82	0	0	31	86	0	14	63	2	0	25	168	90	691		0	0	0	0



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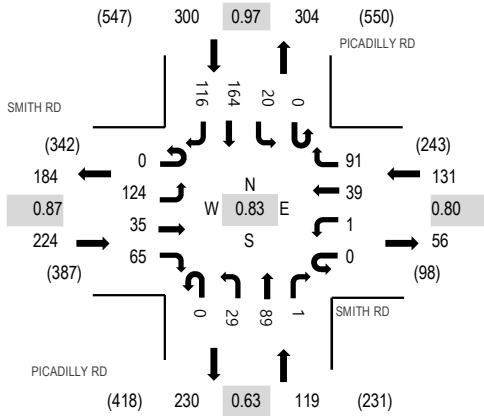
**Location:** 5 PICADILLY RD & SMITH RD PM

**Date:** Thursday, January 13, 2022

**Peak Hour:** 04:45 PM - 05:45 PM

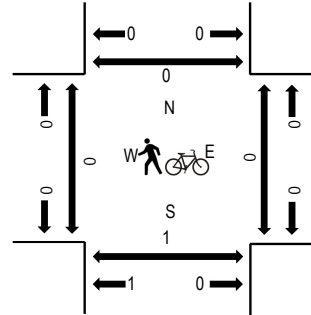
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles on Crosswalk



### Traffic Counts

Interval Start Time	SMITH RD Eastbound				SMITH RD Westbound				PICADILLY RD Northbound				PICADILLY RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	18	5	6	0	0	8	20	0	17	18	0	0	5	37	29	163	646	0	0	0	0
4:15 PM	0	34	3	11	0	0	6	20	0	5	14	0	0	3	36	12	144	654	0	0	0	0
4:30 PM	0	23	6	4	0	0	16	19	0	11	16	0	0	3	38	24	160	701	0	0	0	0
4:45 PM	0	26	11	4	0	0	9	27	0	7	23	0	0	5	40	27	179	774	0	0	0	0
5:00 PM	0	32	5	16	0	0	8	15	0	3	17	0	0	8	44	23	171	762	0	0	0	0
5:15 PM	0	41	4	17	0	0	8	23	0	4	17	0	0	4	42	31	191		0	0	0	0
5:30 PM	0	25	15	28	0	1	14	26	0	15	32	1	0	3	38	35	233		0	0	1	0
5:45 PM	0	23	10	20	0	0	6	17	0	7	24	0	0	7	36	17	167		0	0	0	0
Count Total	0	222	59	106	0	1	75	167	0	69	161	1	0	38	311	198	1,408		0	0	1	0
Peak Hour	0	124	35	65	0	1	39	91	0	29	89	1	0	20	164	116	774		0	0	1	0