



DENVER INTERNATIONAL AIRPORT PREFLIGHT PARKING FACILITY

Traffic Impact Study

Project Number: 1024170

Prepared For: DCB
Construction Company, Inc.

February 18, 2025



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Aurora, Colorado

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Prepared For: DCB Construction Company, Inc.
909 East 62nd Avenue
Denver, CO 80216

February 18, 2025



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1. INTRODUCTION

1.1 Study Purpose and Scope

The purpose of this Traffic Impact Study (TIS) is to discuss the existing traffic patterns at 5950 Jackson Gap Way and potential mitigation measures for current traffic and potential increased traffic due to the construction of the 25-acre Preflight Parking Facility (Facility). A proposed site plan of the facility is included in **Appendix E**.

The scope of this TIS includes assessing the performance of the proposed Facility access intersection with the addition of the parking facility.

1.2 Study Area

The Proposed Pre-flight Parking facility is located at 5950 Jackson Gap Way in the northern Region of Aurora, Colorado. This is approximately three miles south of Denver International Airport (DIA) and one mile east of E-470. A vicinity map showing the parking facility's location is provided as **Figure 1**.

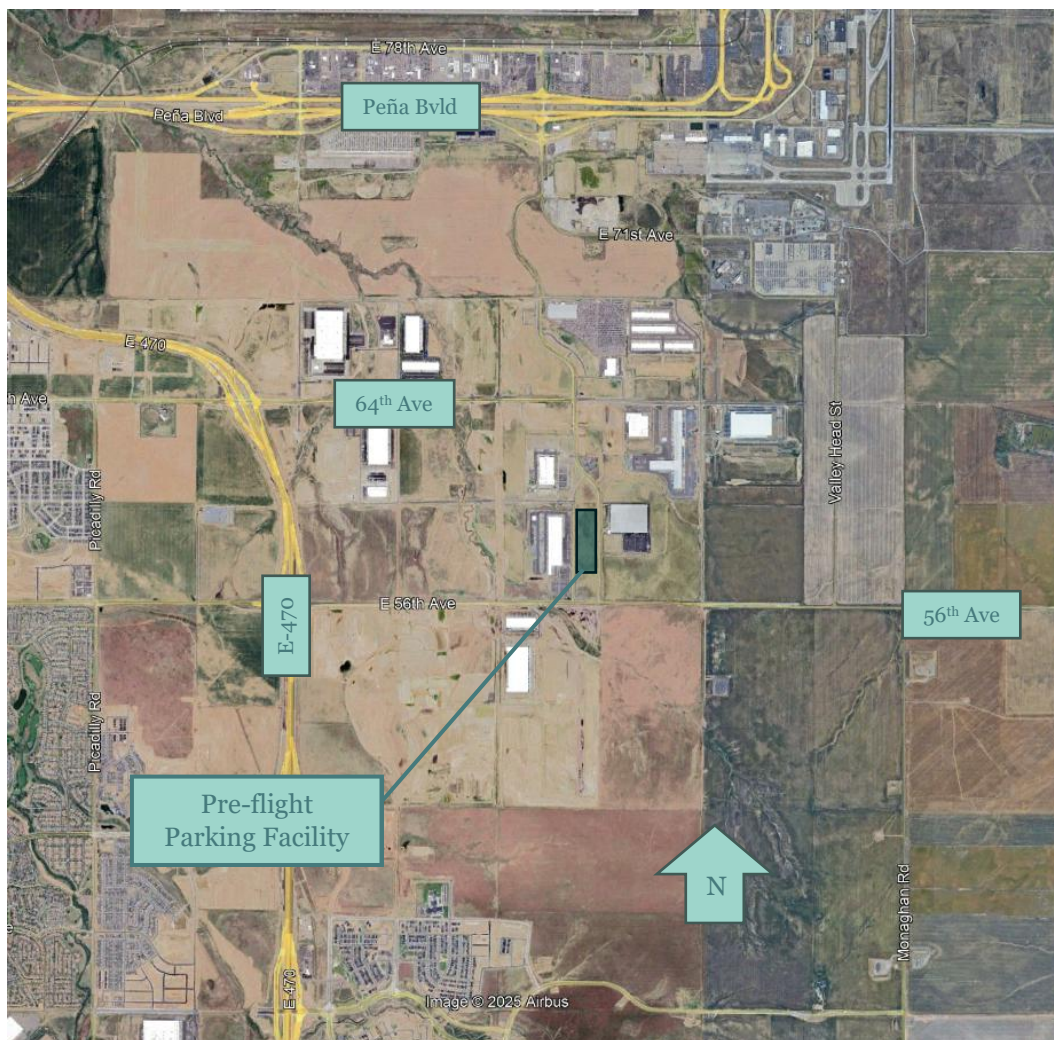


Figure 1: Vicinity Map

2. EXISTING CONDITIONS

2.1 Roadway Network

The proposed Facility access intersection is located on Jackson Gap Way, approximately 2,000 feet north of 56th Avenue. Jackson Gap Way is maintained by the City of Aurora (City). Jackson Gap Way contains two through lanes in each direction, and has a speed limit of 40 miles per hour (mph). E-470 to the west, and DIA to the north are the two primary contributing factors to traffic on this road. **Figure 2** shows the proposed parking facility with the subject intersection. The east side of the intersection is the main access to Fine Airport Parking (Fine).

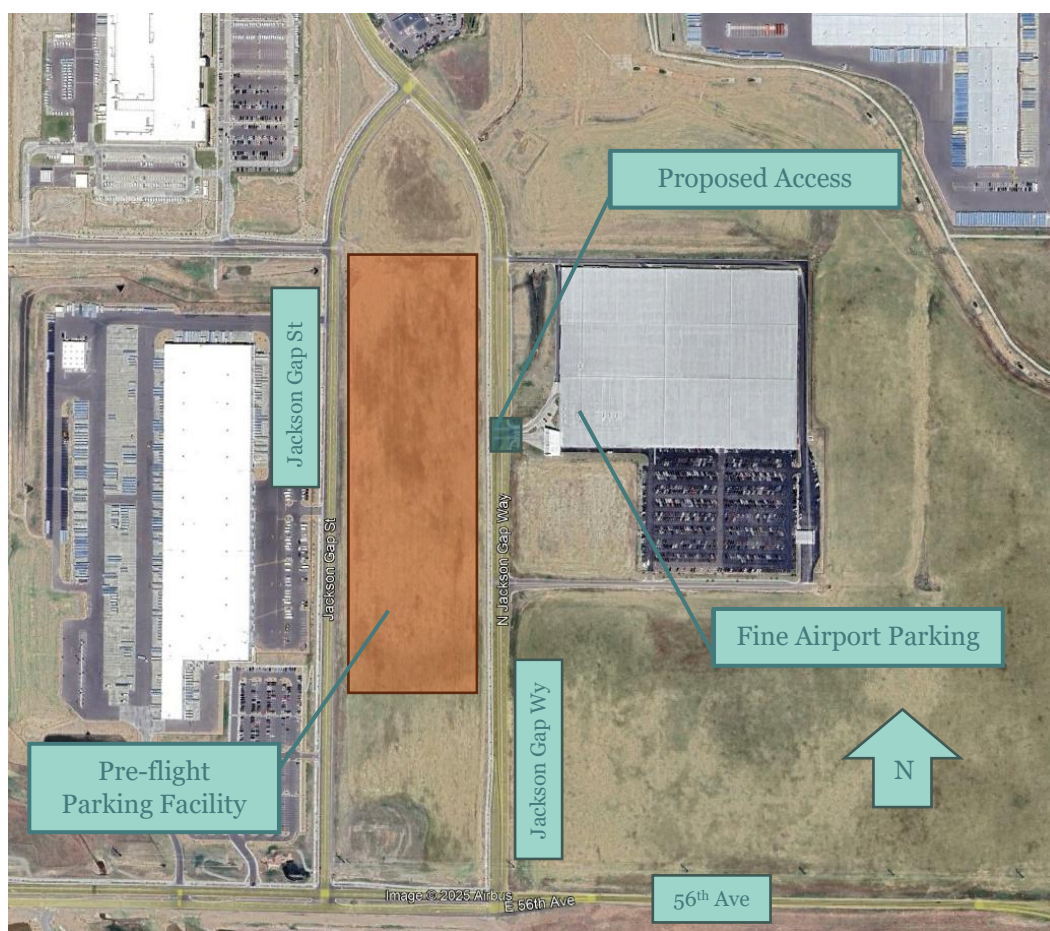


Figure 2: Proposed Parking Facility and Study Area

2.2 Intersection Layout

The existing intersection at the proposed Facility access is a three-way unsignalized intersection that is stop controlled for the eastbound approach from Fine. Jackson Gap Way runs north to south and has a speed limit of 40 mph. There are two 11 foot wide through lanes in each direction. A striped median, approximately 20 feet wide, separates the two directions of travel. The northbound approach of Jackson Gap way contains a dedicated right-turn lane in to Fine with 90 feet of storage and approximately 150 feet of taper. The southbound approach of Jackson Gap way contains a dedicated left-turn lane in to Fine with 150 feet of storage and approximately 210 feet of taper. The westbound approach exiting the Fine contains one lane for shared left and right turns. Eastbound and westbound directions of travel in the Fine access are separated by concrete curb median. No bike lanes are present near this intersection. **Figure 3** shows an aerial view of the intersection.



Figure 3: Intersection Aerial View

2.3 Traffic Volumes

Traffic data collection was conducted by All Traffic Data Services on Tuesday, January 28, 2025. Traffic volumes were collected at the intersection of Jackson Gap Way and the entrance to the Fine. The AM peak hour was determined to be from 7:30 to 8:30 and the PM peak hour was determined to be from 1:45 to 2:45.

Traffic count data is summarized in **Table 1** and is included in **Appendix A**. **Figure 4** shows a visual of the turning movements.

Table 1: Traffic Count Summary

Intersection	Peak Hour	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Jackson Gap Way and Parking Lot Access	AM	-	-	-	2	-	0	-	35	52	8	23	-
	PM	-	-	-	7	-	6	-	25	24	13	47	-

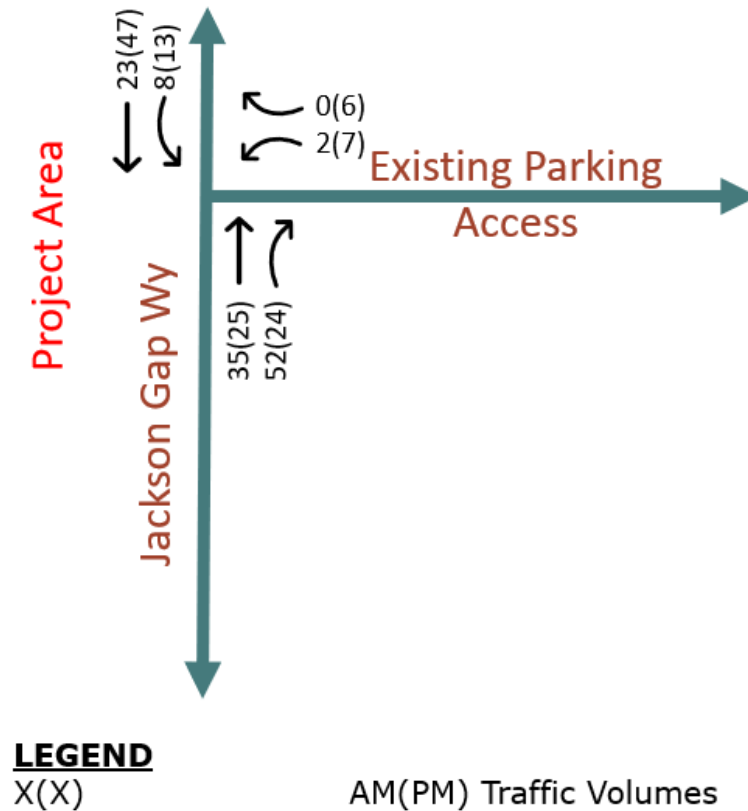


Figure 4: Existing Turning Movements

2.4 Existing Level of Service

The Highway Capacity Manual (HCM) Level of Service (LOS) was evaluated to characterize the traffic conditions at the proposed access intersection. HCM LOS is a qualitative measure that describes the operational performance of the intersection. LOS ranges from A to F, with LOS A representing free-flow conditions and minimal delays, and LOS F representing highly congested conditions with significant delays and stop-and-go traffic. The LOS is determined based on average vehicle delay at intersections as summarized in **Table 2**.

Table 2: HCM LOS Delay Summary

LOS	Average Delay per Vehicle (seconds)	Traffic Condition
A	0-10	Free Flow
B	10-20	Stable Flow
C	20-35	Stable Flow, Moderate Delay
D	35-55	Approaching Unstable Flow
E	55-80	Unstable Flow, High Delay
F	>80	Forced Flow, Heavy Congestion

The existing capacity analysis for the proposed access intersection included is summarized **Table 3**, and was evaluated using Synchro 11 Software (Synchro). All approaches and the intersection are operating at an LOS of A.

Existing level of service reports from Synchro are included in **Appendix B**.

Table 3: Existing LOS Summary

Intersection	Peak Hour	Intersection		WBL/R		NBT	
		Delay	LOS	Delay	LOS	Delay	LOS
Jackson Gap Way at Parking Access	AM	0.8	A	9.0	A	N/A	N/A
	PM	1.9	A	8.8	A	N/A	N/A

Intersection	Peak Hour	NBR		SBL		SBT	
		Delay	LOS	Delay	LOS	Delay	LOS
Jackson Gap Way at Parking Access	AM	N/A	N/A	7.4	A	N/A	N/A
	PM	N/A	N/A	7.3	A	N/A	N/A

3. FUTURE BACKGROUND VOLUMES

3.1 Projected Background Traffic

The proposed parking lot is projected to open in 2026. Projections for background traffic were obtained by applying an annual growth factor of three percent to the northbound through (NBT) and southbound through (SBT) turning movements. The growth factor was not applied to the parking access entrance because the access will not be used to access areas of potential future development, and the parking facility is not expected to expand. Background traffic for the years of 2026 and 2045 are shown in **Table 4** below.

Table 4: Future Traffic Projections

Turning Movement	Time	Current Background Traffic	2026 Background Traffic	2045 Background Traffic
NBT	AM	35	37	63
	PM	25	27	45
SBT	AM	23	24	42
	PM	47	50	85

Projected traffic data for the opening year in 2026 is summarized in **Table 5** and is visualized in **Figure 5**.

Table 5: Opening Year (2026) Background Traffic

Intersection	Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Jackson Gap Way and Parking Lot Access	AM	-	-	-	2	-	0	-	37	52	8	24	-
	PM	-	-	-	7	-	6	-	27	24	13	50	-

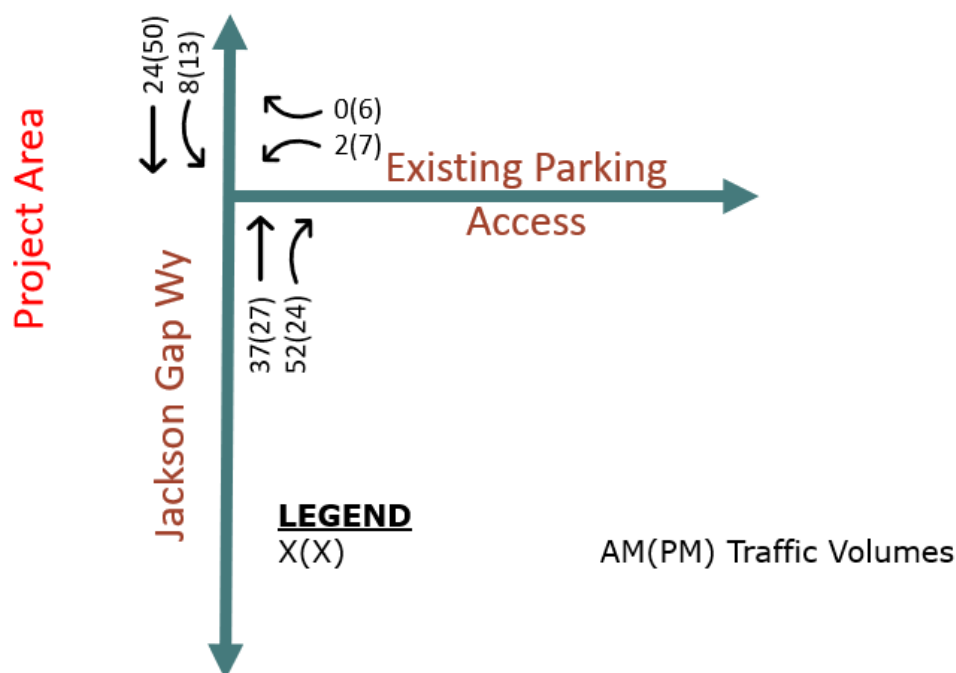


Figure 5: Opening Year (2026) Background Traffic Turning Movements

3.2 Future Background LOS

The opening year (2026) background capacity analysis for the intersection is included in **Table 6** and was evaluated using Synchro. All approaches and the intersection are operating at an LOS of A.

Table 6: Opening Year (2026) Background LOS Summary

Intersection	Peak Hour	Intersection		WBL/R		NBT	
		Delay	LOS	Delay	LOS	Delay	LOS
Jackson Gap Way at Parking Access	AM	0.8	A	9.0	A	N/A	N/A
	PM	1.9	A	8.8	A	N/A	N/A

Intersection	Peak Hour	NBR		SBL		SBT	
		Delay	LOS	Delay	LOS	Delay	LOS
Jackson Gap Way at Parking Access	AM	N/A	N/A	7.4	A	N/A	N/A
	PM	N/A	N/A	7.3	A	N/A	N/A

Future level of service reports from Synchro are included in **Appendix B**.

4. FUTURE PROPOSED CONDITIONS

4.1 Trip Generation

The proposed parking facility will have a total capacity of 2,532 parking spaces based on the proposed site plan available when the analysis was completed. Per discussions with InterPark Holdings, LLC, PreFlight parking lots typically have an occupancy rate of 74 percent, an average vehicle stay of 3.5 days, and experience relatively even traffic from 4:30 AM to 10:00 PM. Given this, the 17.5 hours between these two times experience an average vehicle flow rate of 31 passenger vehicles per hour for both ingress and egress. Based on the traffic count data, the existing Fine facility experiences a peaking factor of 1.3, meaning the peak hours experience 1.3 times more traffic than the average hour. After multiplying the 31 passenger vehicles per hour by the peaking factor, a volume of 40 passenger vehicles per hour is obtained for the peak hours. A summary of these calculations is shown in **Table 7**.

Table 7: Trip Generation Summary

Total Spaces	Average Stay (days)	Expected Occupancy	Turnover Ratio	Vehicles Per Day
2,532	3.5	74%	0.21	535

Hours of Traffic Per Day	Vehicles Per Hour (Uniform)	Peaking Factor	Vehicles Per Hour (Peak Hour)
17.5	31	1.3	40

Ingress and egress movements for the existing parking facility were examined, and directional splits were derived. The 40 passenger vehicles per hour were multiplied by these directional factors. **Table 8** shows projected trip distribution for the proposed parking facility after multiplying the trips generated by the directional factors. Additionally, buses are scheduled to arrive at and depart from the facility every 7 minutes (9 per hour). It is assumed that departing buses will turn left onto Jackson Gap Way to travel north toward the airport and will arrive back by travelling south on Jackson Gap Way.

Table 8: Trip Distribution and Assignment Summary

Turning Movement	Description	Directional Ratio	Projected Turn Count (Passenger)	Projected Turn Count (Bus)
EBR	Egress South	79%	32	0
EBL	Egress North	21%	9	9
NBL	Ingress from South	66%	27	0
SBR	Ingress from North	34%	14	9

Projected opening year (2026) with combined background and Facility traffic data is summarized in **Table 9** and is visualized in **Figure 6**. The EBL and SBR movements include the 9 buses per hour.

Table 9: Opening Year (2026) Background and Facility Combined Traffic

Intersection	Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Jackson Gap Way and Parking Lot Access	AM	18	0	32	2	0	0	27	37	52	8	24	23
	PM	18	0	32	7	0	6	27	27	24	13	50	23

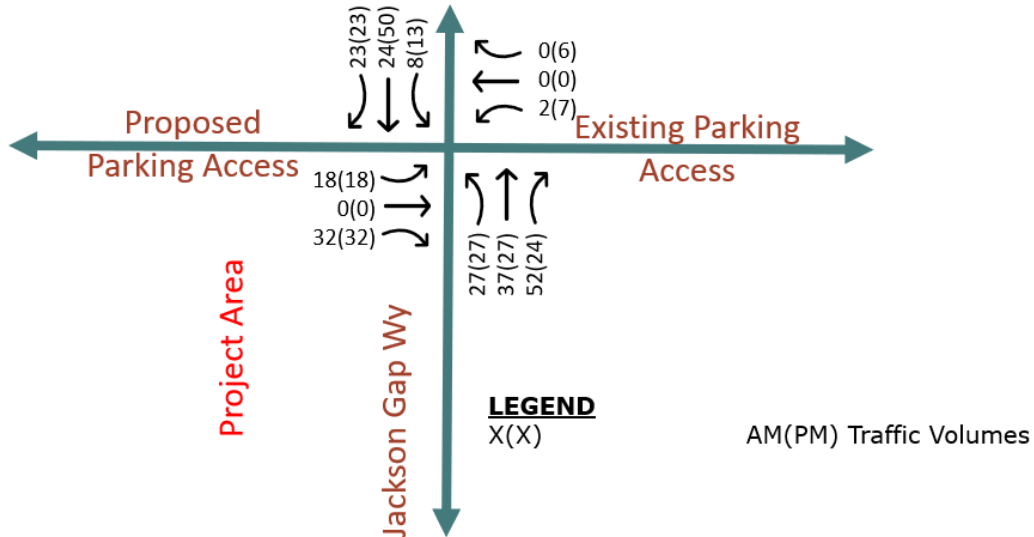


Figure 6: Opening Year (2026) Background and Facility Combined Turning Movements

4.2 Opening Year (2026) Proposed Conditions LOS

The capacity analysis for the opening year (2026) conditions for the intersection are included in **Table 10** and was evaluated using Synchro. All approaches and the intersection are operating at an LOS of A.

Table 10: Opening Year (2026) Proposed LOS Summary

Intersection	Peak Hour	Intersection		EBL/T/R		WBL/T/R		NBL		NBT	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Jackson Gap Way at Parking Access	AM	3.5	A	9.4	A	9.7	A	7.4	A	N/A	N/A
	PM	3.5	A	9.4	A	9.7	A	7.4	A	N/A	N/A

Intersection	Peak Hour	NBR		SBL		SBT		SBR	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Jackson Gap Way at Parking Access	AM	N/A	N/A	7.4	A	N/A	N/A	N/A	N/A
	PM	N/A	N/A	7.4	A	N/A	N/A	N/A	N/A

Future level of service reports from Synchro are included in **Appendix C**.

5. FUTURE PROPOSED CONDITIONS

5.1 Future Proposed Traffic

Existing traffic was grown at a three percent annual rate as described in **Section 3.1** to analyze traffic conditions for the year 2045. Projected future traffic data and the Facility generated traffic for 2045 is summarized in **Table 11** and is visualized in **Figure 7**. The EBL and SBR movements include the 9 buses per hour.

Table 11: Future Proposed Turning Movements

Intersection	Time	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Jackson Gap Way and Parking Lot Access	AM	18	0	32	2	0	0	27	63	52	8	42	23
	PM	18	0	32	7	0	6	27	45	24	13	85	23

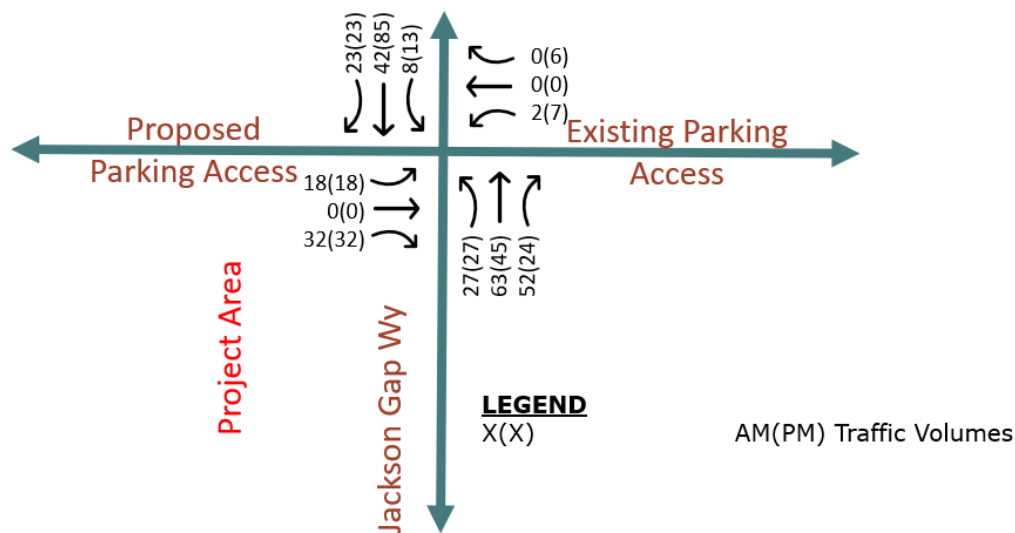


Figure 7: Future Proposed Turning Movements

5.2 Future Proposed Conditions LOS

The capacity analysis for the future proposed (2045) conditions for the intersection are included in **Table 12** and was evaluated using Synchro. Jackson Gap Way approaches are operating at an LOS of A while the parking facility approaches are operating at an LOS of B.

Table 12: Future Proposed Conditions LOS Summary

Intersection	Peak Hour	Intersection		EBL/T/R		WBL/T/R		NBL		NBT	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Jackson Gap Way at Parking Access	AM	2.9	A	9.6	A	10.0	B	7.5	A	N/A	N/A
	PM	3.3	A	10.1	B	9.5	A	7.6	A	N/A	N/A

Intersection	Peak Hour	NBR		SBL		SBT		SBR	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Jackson Gap Way at Parking Access	AM	N/A	N/A	7.5	A	N/A	N/A	N/A	N/A
	PM	N/A	N/A	7.4	A	N/A	N/A	N/A	N/A

Future level of service reports from Synchro are included in **Appendix C**.

6. EVALUATION

6.1 Auxiliary Lane Warrants

27 vehicles are proposed to turn left into the Facility and 23 vehicles are proposed to turn right into the Facility during the peak hours. The City references the Code of Colorado Regulations (CCR) Section 601-1, State Highway Access Code (SHAC) for requiring left-turn and right-turn auxiliary lanes. Jackson Gap Way can is classified as a Collector per the City and therefore, the City only uses the SHAC for warrant analysis and turn lane taper lengths. Storage lengths are determined per the 95th percentile queue length per the traffic analysis. Per the SHAC, a right-turn lane is required when the peak hour right-turn volume exceeds 50 vehicles for a speed limit of 40 mph and a left-turn lane is required when the peak hour left-turn volume exceeds 25 vehicles for a speed limit of 40 mph. Based on these requirements, a left-turn lane is warranted and a right-turn lane is not warranted as summarized in **Table 13**.

Table 13: Turn Lane Warrants

	Proposed Turn Volume	SHAC Threshold Volume	Warranted
Left-Turn	27	25	Yes
Right-Turn	23	50	No

6.2 Queuing Analysis

Queuing Analysis was performed using Synchro alongside the LOS evaluation. Queues were analyzed for the movements of northbound left, southbound left, the eastbound approach, and the westbound approach. The expected vehicular volume indicated a 95-percentile queue length of no more than one vehicle for all movements. Based on this analysis, it is recommended that a minimum storage length of 25-feet be provided for the northbound Jackson Gap Way left-turn lane.

The ticketing station was also analyzed for queuing and treated as a stop-controlled intersection. The expected vehicular volume at the ticket station also indicated a 95-percentile queue length of no more than one vehicle for all movements. It is recommended that a minimum of 50 feet of queue length be provided to help ensure the vehicle queue does not extend on to Jackson Gap Way. This will allow up to four passenger vehicles to queue (two per lane) at one time.

6.3 Sight Visibility Analysis

Sight Visibility Analysis was performed for the proposed access drive. According to the SHAC, a sight distance of 480 feet is required for single unit trucks or vehicles over 10,000 pounds, such as buses.

Figure 8 shows the sight triangles for left and right turning movements out of the parking lot.

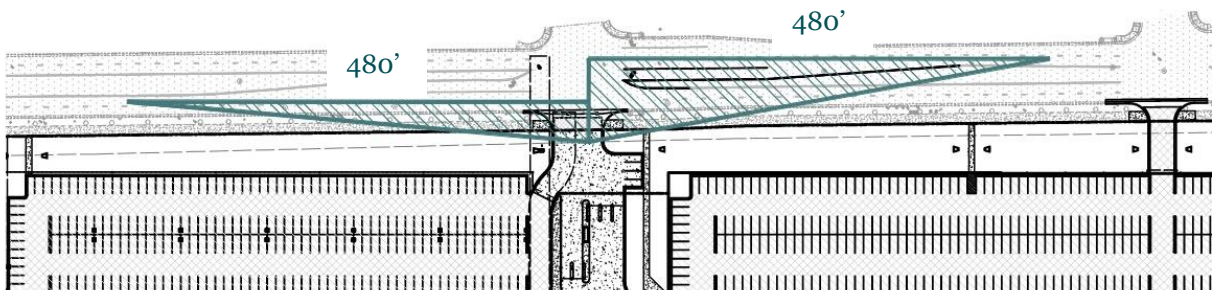


Figure 8: Sight Triangles for Proposed Lot Access

6.4 Traffic Calming

Jackson Gap Way and the Facility are located within an industrial area with limited pedestrian activity. Sidewalks will be provided along Jackson Gap Way with a crossing proposed at the Facility access. No crosswalk will be provided across Jackson Gap Way at the proposed access. Based on the number of observed pedestrians, this intersection does not appear that it will benefit from the addition of traffic calming devices.

6.5 Pedestrian and Bicyclist Connectivity

No pedestrians or bicyclists were observed while the traffic counts were being conducted. Based on the surrounding land use, it is not anticipated that a significant volume of pedestrians or bicyclists will utilize this intersection, now or in the future. Pedestrians can access the site via a sidewalk along the western side of Jackson Gap Way with an internal sidewalk that will connect to an onsite customer building as shown on the site plan in **Appendix E**.

6.6 Safety Evaluation

Crash data was obtained from the Colorado Department of Transportation (CDOT) Statewide Crash Data Listing between the years of 2021 and 2024 for the Jackson Gap Way and the surrounding area. A total of eight crashes occurred on Jackson Gap Way and the surrounding roads between these years. Of these, three were due to snowy, icy, or muddy conditions. Three resulted in injury but none resulted in fatalities. Two of these accidents involved left and right turning vehicles. There does not appear to be any current safety issues at the proposed Facility access.

Table 14 displays a history of crashes.

Table 14: History of Crashes

Date	Time	Road 1	Link	Road 2	Injuries
8/14/2021	4:24 PM	56th Ave	AT	Jackson Gap Way	1
10/9/2021	3:16 PM	56th Ave	AT	Jackson Gap Way	0
10/19/2021	2:50 AM	Jackson Gap Way	500 feet north of	56th Ave	0
8/30/2022	6:12 AM	56th Ave	AT	Jackson Gap Way	1
12/30/2022	3:00 AM	Jackson Gap St	200 feet southwest of	Jackson Gap Way	1
1/3/2023	9:50 AM	Jackson Gap Way	1200 feet north of	Jackson Gap St	0
5/30/2024	2:45 PM	56th Ave	AT	Jackson Gap Way	0
8/13/2024	5:56 AM	Jackson Gap Way	AT	Jackson Gap St	0

7. PROPOSED INTERSECTION DESIGN

Proposed improvements at the intersection will include striping a left-turn lane in the existing median. Per the analysis, a left-turn lane is warranted and can be installed with minimal impacts to the existing roadway.

Per the SHAC a left-turn lane requires 144-feet of taper length at a twelve to one taper rate for a lane width of twelve-feet. The storage length is determined by the 95 percent queue length based on the traffic analysis. Per the analysis completed in Synchro, 25-feet since buses are not anticipated to be turning left into the Facility.

8. CONCLUSION AND RECOMMENDATIONS

The proposed Facility will add over 2,500 parking spaces with shuttle bus access to DIA. The proposed access will be across from the existing Fine parking access. Based on the analysis of existing and future conditions, the following improvements are recommended:

- Install a left-turn lane for the northbound approach on Jackson Gap Way at the proposed Facility access. The left-turn lane will require restriping the existing median to provide a left-turn lane with 144-feet of taper length at a 12:1 taper and a minimum of 25 feet of storage length.
- Provide a minimum of 50 feet of storage length at the ticketing gates for entering traffic.



Appendix A - Traffic Count Data



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

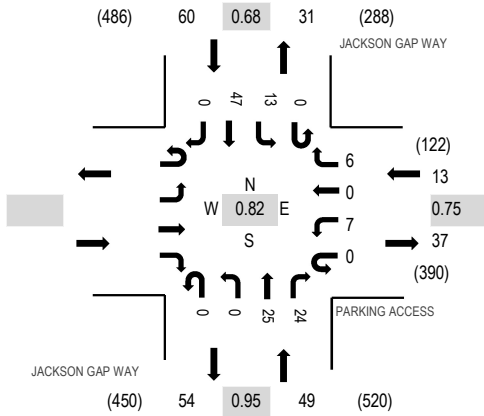
Location: 1 JACKSON GAP WAY & PARKING ACCESS AM

Date: Tuesday, January 28, 2025

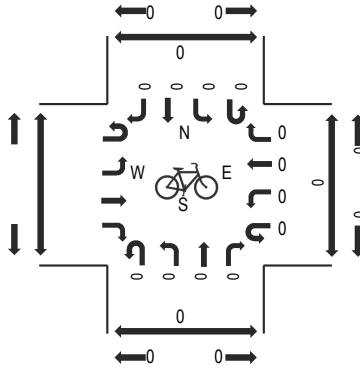
Peak Hour: 01:45 PM - 02:45 PM

Peak 15-Minutes: 02:30 PM - 02:45 PM

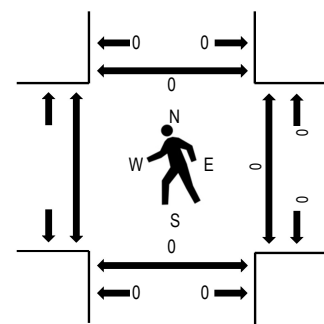
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARKING ACCESS								JACKSON GAP WAY				JACKSON GAP WAY				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						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	1	0	4	0	0	4	12	0	5	1	0	27	110	0	0	0	
7:15 AM					0	1	0	0	0	0	9	6	0	6	2	0	24	113	0	0	0	
7:30 AM					0	0	0	0	0	0	11	11	0	2	4	0	28	120	0	0	0	
7:45 AM					0	1	0	0	0	0	8	14	0	1	7	0	31	110	0	0	0	
8:00 AM					0	0	0	0	0	0	4	16	0	2	8	0	30	93	0	0	0	
8:15 AM					0	1	0	0	0	0	12	11	0	3	4	0	31	74	0	0	0	
8:30 AM					0	0	0	0	0	0	2	9	0	5	2	0	18	67	0	0	0	
8:45 AM					0	0	0	0	0	0	3	8	0	1	2	0	14	69	0	0	0	
9:00 AM					0	0	0	0	0	0	2	5	0	1	3	0	11	78	0	0	0	
9:15 AM					0	0	0	2	0	0	3	10	0	2	7	0	24	91	0	0	0	
9:30 AM					0	0	0	0	0	0	4	8	0	3	5	0	20	87	0	0	0	
9:45 AM					0	1	0	0	0	0	5	9	0	4	4	0	23	90	0	0	0	
10:00 AM					0	0	0	0	0	0	6	8	0	5	5	0	24	87	0	0	0	
10:15 AM					0	2	0	0	0	0	7	2	0	4	5	0	20	96	0	0	0	
10:30 AM					0	3	0	0	0	0	8	6	0	3	3	0	23	112	0	0	0	
10:45 AM					0	1	0	1	0	0	6	4	0	0	8	0	20	111	0	0	0	
11:00 AM					0	3	0	2	0	0	10	5	0	4	9	0	33	116	0	0	0	
11:15 AM					0	4	0	0	0	0	7	8	0	6	11	0	36	116	0	0	0	
11:30 AM					0	1	0	1	0	0	6	4	0	6	4	0	22	111	0	0	0	
11:45 AM					0	1	0	0	0	0	3	7	0	0	14	0	25	111	0	0	0	
12:00 PM					0	3	0	0	0	0	7	6	0	2	15	0	33	117	0	0	0	
12:15 PM					0	7	0	0	0	0	8	4	0	3	9	0	31	110	0	0	0	
12:30 PM					0	4	0	0	0	0	4	4	0	3	7	0	22	100	0	0	0	
12:45 PM					0	6	0	0	0	0	8	8	0	2	7	0	31	102	0	0	0	
1:00 PM					0	2	0	2	0	0	4	5	0	2	11	0	26	102	0	0	0	
1:15 PM					0	0	0	0	0	0	6	7	0	2	6	0	21	108	0	0	0	
1:30 PM					0	3	0	0	0	0	2	6	1	2	10	0	24	109	0	0	0	
1:45 PM					0	3	0	3	0	0	4	9	0	5	7	0	31	122	0	0	0	
2:00 PM					0	2	0	1	0	0	8	5	0	4	12	0	32	113	0	0	0	
2:15 PM					0	2	0	2	0	0	5	3	0	1	9	0	22	108	0	0	0	
2:30 PM					0	0	0	0	0	0	8	7	0	3	19	0	37	112	0	0	0	
2:45 PM					0	3	0	1	0	0	5	3	0	2	8	0	22	101	0	0	0	
3:00 PM					0	3	0	0	0	0	10	0	0	3	11	0	27	97	0	0	0	
3:15 PM					0	3	0	1	0	0	2	7	0	5	8	0	26	94	0	0	0	

3:30 PM	0	4	0	1	0	0	3	4	0	1	13	0	26	88	0	0	0
3:45 PM	0	2	0	0	0	0	8	1	0	1	6	0	18	82	0	0	0
4:00 PM	0	6	0	0	0	0	2	4	0	1	11	0	24	88	0	0	0
4:15 PM	0	1	0	2	0	0	1	3	0	5	8	0	20	82	0	0	0
4:30 PM	0	1	0	0	0	0	5	3	0	1	10	0	20	77	0	0	0
4:45 PM	0	4	0	0	0	0	5	1	0	4	10	0	24	72	0	0	0
5:00 PM	0	2	0	1	0	0	4	1	0	2	8	0	18	62	0	0	0
5:15 PM	0	3	0	0	0	0	3	0	0	2	7	0	15	57	0	0	0
5:30 PM	0	2	0	0	0	0	5	0	0	1	7	0	15	57	0	0	0
5:45 PM	0	1	0	1	0	0	3	2	0	4	3	0	14	60	0	0	0
6:00 PM	0	0	0	0	0	0	6	1	0	1	5	0	13	65	0	0	0
6:15 PM	0	2	0	1	0	0	5	1	0	1	5	0	15		0	0	0
6:30 PM	0	4	0	0	0	0	6	0	0	2	6	0	18		0	0	0
6:45 PM	0	3	0	0	0	0	4	1	0	3	8	0	19		0	0	0
Count Total	0	96	0	26	0	0	261	259	1	131	354	0	1,128		0	0	0
Peak Hour	0	7	0	6	0	0	25	24	0	13	47	0	122		0	0	0



Appendix B - Existing LOS Reports

HCM 2010 TWSC

3: Jackson Gap Way & Existing Parking Access

02/10/2025

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↕↕	↕	↕	↕↕
Traffic Vol, veh/h	2	0	35	52	8	23
Future Vol, veh/h	2	0	35	52	8	23
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	-	-	90	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	95	95	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	37	55	12	34
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	78	19	0	0	92	0
Stage 1	37	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	916	1055	-	-	1501	-
Stage 1	981	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	909	1055	-	-	1501	-
Mov Cap-2 Maneuver	909	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9	0		1.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	909	1501	-	
HCM Lane V/C Ratio	-	-	0.003	0.008	-	
HCM Control Delay (s)	-	-	9	7.4	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

HCM 2010 TWSC

3: Jackson Gap Way & Existing Parking Access

02/10/2025

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↕↕	↕	↕	↕↕
Traffic Vol, veh/h	7	6	25	24	13	47
Future Vol, veh/h	7	6	25	24	13	47
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	-	-	90	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	95	95	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	8	26	25	19	69
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	99	13	0	0	51	0
Stage 1	26	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	889	1064	-	-	1553	-
Stage 1	993	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	878	1064	-	-	1553	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		1.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	955	1553	-	
HCM Lane V/C Ratio	-	-	0.018	0.012	-	
HCM Control Delay (s)	-	-	8.8	7.3	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↕↕	↕	↕	↕↕
Traffic Vol, veh/h	2	0	37	52	8	24
Future Vol, veh/h	2	0	37	52	8	24
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	-	-	90	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	95	95	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	39	55	12	35
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	81	20	0	0	94	0
Stage 1	39	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	912	1053	-	-	1498	-
Stage 1	978	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	905	1053	-	-	1498	-
Mov Cap-2 Maneuver	905	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9	0		1.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	905	1498	-	
HCM Lane V/C Ratio	-	-	0.003	0.008	-	
HCM Control Delay (s)	-	-	9	7.4	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0	0	-	

HCM 2010 TWSC

3: Jackson Gap Way & Existing Parking Access

02/10/2025

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↕↕	↕	↕	↕↕
Traffic Vol, veh/h	7	6	25	24	13	47
Future Vol, veh/h	7	6	25	24	13	47
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	-	-	90	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	95	95	68	68
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	8	26	25	19	69
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	99	13	0	0	51	0
Stage 1	26	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	889	1064	-	-	1553	-
Stage 1	993	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	878	1064	-	-	1553	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	8.8	0	1.6			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	955	1553	-	
HCM Lane V/C Ratio	-	-	0.018	0.012	-	
HCM Control Delay (s)	-	-	8.8	7.3	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	



Appendix C - Proposed LOS Reports

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	18	0	32	2	0	0	27	37	52	8	24	23
Future Vol, veh/h	18	0	32	2	0	0	27	37	52	8	24	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	90	150	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	95	95	95	68	68	68
Heavy Vehicles, %	50	2	2	2	2	2	2	2	2	2	2	39
Mvmt Flow	24	0	43	3	0	0	28	39	55	12	35	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	135	209	18	137	188	20	69	0	0	94	0	0
Stage 1	59	59	-	95	95	-	-	-	-	-	-	-
Stage 2	76	150	-	42	93	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	705	687	1056	820	706	1053	1530	-	-	1498	-	-
Stage 1	822	845	-	901	815	-	-	-	-	-	-	-
Stage 2	801	772	-	967	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	691	669	1056	771	688	1053	1530	-	-	1498	-	-
Mov Cap-2 Maneuver	691	669	-	771	688	-	-	-	-	-	-	-
Stage 1	807	838	-	885	800	-	-	-	-	-	-	-
Stage 2	786	758	-	920	810	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		9.7		1.7		1.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1530	-	-	887	771	1498	-
HCM Lane V/C Ratio	0.019	-	-	0.075	0.003	0.008	-
HCM Control Delay (s)	7.4	-	-	9.4	9.7	7.4	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	18	0	32	2	0	0	27	37	52	8	24	23
Future Vol, veh/h	18	0	32	2	0	0	27	37	52	8	24	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	90	150	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	95	95	95	68	68	68
Heavy Vehicles, %	50	2	2	2	2	2	2	2	2	2	2	39
Mvmt Flow	24	0	43	3	0	0	28	39	55	12	35	34

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	135	209	18	137	188	20	69	0	0	94	0	0
Stage 1	59	59	-	95	95	-	-	-	-	-	-	-
Stage 2	76	150	-	42	93	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	705	687	1056	820	706	1053	1530	-	-	1498	-	-
Stage 1	822	845	-	901	815	-	-	-	-	-	-	-
Stage 2	801	772	-	967	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	691	669	1056	771	688	1053	1530	-	-	1498	-	-
Mov Cap-2 Maneuver	691	669	-	771	688	-	-	-	-	-	-	-
Stage 1	807	838	-	885	800	-	-	-	-	-	-	-
Stage 2	786	758	-	920	810	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		9.7		1.7		1.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1530	-	-	887	771	1498	-
HCM Lane V/C Ratio	0.019	-	-	0.075	0.003	0.008	-
HCM Control Delay (s)	7.4	-	-	9.4	9.7	7.4	-
HCM Lane LOS	A	-	-	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	18	0	32	2	0	0	27	63	52	8	42	23
Future Vol, veh/h	18	0	32	2	0	0	27	63	52	8	42	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	90	150	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	95	95	95	68	68	68
Heavy Vehicles, %	50	2	2	2	2	2	2	2	2	2	2	39
Mvmt Flow	24	0	43	3	0	0	28	66	55	12	62	34
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	175	263	31	177	242	33	96	0	0	121	0	0
Stage 1	86	86	-	122	122	-	-	-	-	-	-	-
Stage 2	89	177	-	55	120	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	655	641	1036	769	658	1033	1496	-	-	1464	-	-
Stage 1	789	823	-	869	794	-	-	-	-	-	-	-
Stage 2	785	752	-	951	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	642	624	1036	722	640	1033	1496	-	-	1464	-	-
Mov Cap-2 Maneuver	642	624	-	722	640	-	-	-	-	-	-	-
Stage 1	774	816	-	852	779	-	-	-	-	-	-	-
Stage 2	770	738	-	904	790	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.6		10		1.4		0.8					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1496	-	-	849	722	1464	-	-				
HCM Lane V/C Ratio	0.019	-	-	0.079	0.004	0.008	-	-				
HCM Control Delay (s)	7.5	-	-	9.6	10	7.5	-	-				
HCM Lane LOS	A	-	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-				

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↱	↕↕	↱	↱	↕↕	↱
Traffic Vol, veh/h	18	0	32	7	0	6	27	45	24	13	85	23
Future Vol, veh/h	18	0	32	7	0	6	27	45	24	13	85	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	90	150	-	90
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	95	95	95	68	68	68
Heavy Vehicles, %	50	2	2	2	2	2	2	2	2	2	2	39
Mvmt Flow	24	0	43	9	0	8	28	47	25	19	125	34
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	243	291	63	204	300	24	159	0	0	72	0	0
Stage 1	163	163	-	103	103	-	-	-	-	-	-	-
Stage 2	80	128	-	101	197	-	-	-	-	-	-	-
Critical Hdwy	8.5	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.5	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	4	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	579	618	988	736	611	1047	1418	-	-	1526	-	-
Stage 1	701	762	-	892	809	-	-	-	-	-	-	-
Stage 2	796	789	-	894	737	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	560	598	988	687	591	1047	1418	-	-	1526	-	-
Mov Cap-2 Maneuver	560	598	-	687	591	-	-	-	-	-	-	-
Stage 1	687	753	-	874	793	-	-	-	-	-	-	-
Stage 2	774	773	-	845	728	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.1		9.5		2.1		0.8					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1418	-	-	775	817	1526	-	-				
HCM Lane V/C Ratio	0.02	-	-	0.086	0.021	0.013	-	-				
HCM Control Delay (s)	7.6	-	-	10.1	9.5	7.4	-	-				
HCM Lane LOS	A	-	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-				

HCM 2010 AWSC

6: Parking Lot & Proposed Access

02/11/2025

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	50	0	0	50	0	0	0	0	0	0	0
Future Vol, veh/h	0	50	0	0	50	0	0	0	0	0	0	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	0	67	0	0	67	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.6	0	0
HCM LOS	A	A	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	50	50	0
LT Vol	0	0	0	0
Through Vol	0	50	50	0
RT Vol	0	0	0	0
Lane Flow Rate	0	67	67	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.079	0.079	0
Departure Headway (Hd)	4.162	4.255	4.255	4.162
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	844	844	0
Service Time	2.238	2.272	2.272	2.238
HCM Lane V/C Ratio	0	0.079	0.079	0
HCM Control Delay	7.2	7.6	7.6	7.2
HCM Lane LOS	N	A	A	N
HCM 95th-tile Q	0	0.3	0.3	0

HCM 2010 AWSC
6: Parking Lot & Proposed Access

02/11/2025

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	50	0	0	50	0	0	0	0	0	0	0
Future Vol, veh/h	0	50	0	0	50	0	0	0	0	0	0	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	0	67	0	0	67	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.6	0	0
HCM LOS	A	A	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	50	50	0
LT Vol	0	0	0	0
Through Vol	0	50	50	0
RT Vol	0	0	0	0
Lane Flow Rate	0	67	67	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.079	0.079	0
Departure Headway (Hd)	4.162	4.255	4.255	4.162
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	844	844	0
Service Time	2.238	2.272	2.272	2.238
HCM Lane V/C Ratio	0	0.079	0.079	0
HCM Control Delay	7.2	7.6	7.6	7.2
HCM Lane LOS	N	A	A	N
HCM 95th-tile Q	0	0.3	0.3	0

HCM 2010 AWSC
6: Parking Lot & Proposed Access

02/11/2025

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	50	0	0	50	0	0	0	0	0	0	0
Future Vol, veh/h	0	50	0	0	50	0	0	0	0	0	0	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	0	67	0	0	67	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.6	0	0
HCM LOS	A	A	-	-





Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	50	50	0
LT Vol	0	0	0	0
Through Vol	0	50	50	0
RT Vol	0	0	0	0
Lane Flow Rate	0	67	67	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.079	0.079	0
Departure Headway (Hd)	4.162	4.255	4.255	4.162
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	844	844	0
Service Time	2.238	2.272	2.272	2.238
HCM Lane V/C Ratio	0	0.079	0.079	0
HCM Control Delay	7.2	7.6	7.6	7.2
HCM Lane LOS	N	A	A	N
HCM 95th-tile Q	0	0.3	0.3	0

HCM 2010 AWSC

6: Parking Lot & Proposed Access

02/11/2025

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	50	0	0	50	0	0	0	0	0	0	0
Future Vol, veh/h	0	50	0	0	50	0	0	0	0	0	0	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	18	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	0	67	0	0	67	0	0	0	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.6	0	0
HCM LOS	A	A	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	50	50	0
LT Vol	0	0	0	0
Through Vol	0	50	50	0
RT Vol	0	0	0	0
Lane Flow Rate	0	67	67	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.079	0.079	0
Departure Headway (Hd)	4.162	4.255	4.255	4.162
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	844	844	0
Service Time	2.238	2.272	2.272	2.238
HCM Lane V/C Ratio	0	0.079	0.079	0
HCM Control Delay	7.2	7.6	7.6	7.2
HCM Lane LOS	N	A	A	N
HCM 95th-tile Q	0	0.3	0.3	0



Appendix D - LOS Summary Table

Intersection	Control	Movement	Existing Current						Existing Future								Opening Day Proposed								Future Proposed (20-yr)							
			LOS		Delay (s)		Queue Length (ft)		LOS		Delay (s)		Delay Delta (s)		Queue Length (ft)		LOS		Delay (s)		Delay Delta (s)		Queue Length (ft)		LOS		Delay (s)		Delay Delta (s)		Queue Length (ft)	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Jackson Gap Way at Parking Lot Access	Unsignalized TWSC	Overall	A	A	0.8	1.9	-	-	A	A	0.8	1.9	0.0	0.0	-	-	A	A	3.5	3.5	+2.7	+1.6	-	-	A	A	2.9	3.3	+2.1	+1.4	-	-
		NBL	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A	A	7.4	7.4	N/A	N/A	3	3	A	A	7.5	7.6	N/A	N/A	3	3
		NBT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		NBR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		SBL	A	A	7.4	7.3	0	0	A	A	7.4	7.3	0.0	0.0	0	0	A	A	7.4	7.4	0.0	+0.1	0	0	A	A	7.5	7.4	+0.1	+0.1	0	0
		SBT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		SBR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		EBL/T/R	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A	A	9.4	9.4	N/A	N/A	5	5	A	B	9.6	10.1	N/A	N/A	8	8
		WBL/T/R	A	A	9.0	8.8	0	3	A	A	9.0	8.8	0.0	0.0	0	3	A	A	9.7	9.7	+0.7	+0.9	0	0	B	A	10.0	9.5	+1.0	+0.7	0	0



Appendix E - Proposed Site Plan

PARCEL 0181908200013

**ORTEOS PA-11 MIDDLE
DIA PRE-FLIGHT PARKING FACILITY**
NWC OF N JACKSON GAP W & E 56TH AVE, AURORA, CO 80019

SITE PLANS

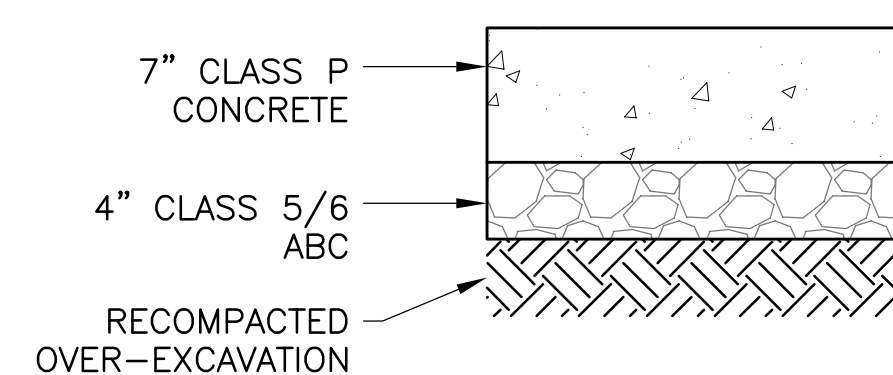
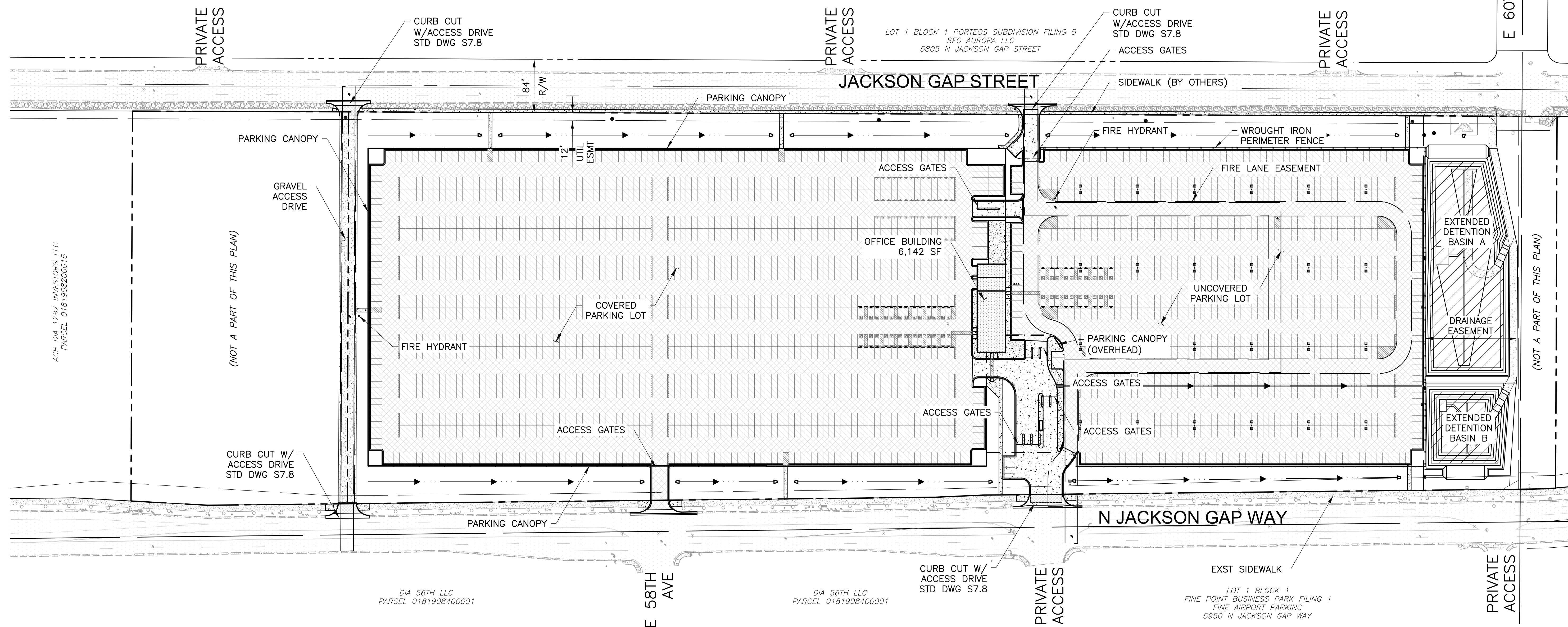
Issued for	Rev.	Date
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Project No. 1024170

Designed: KEN	Drawn: CJN	Checked: KEN
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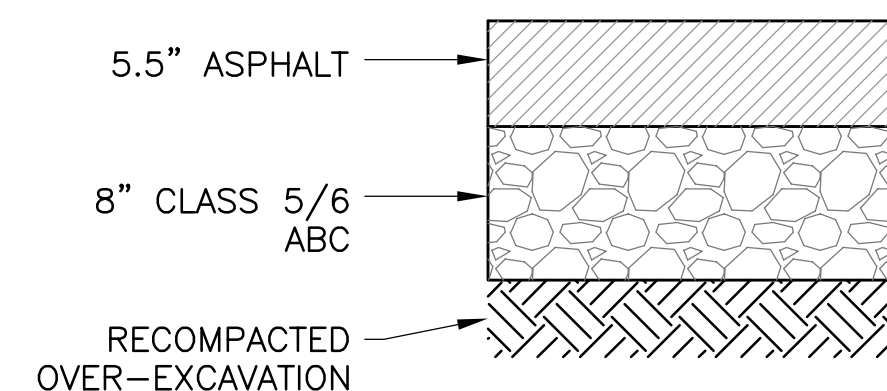
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OVERALL SITE PLAN

SHEET

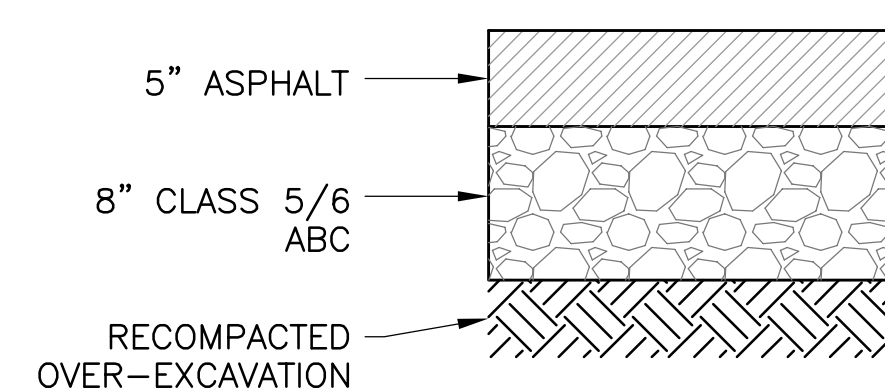


CONCRETE PAVEMENT

SECTION 1

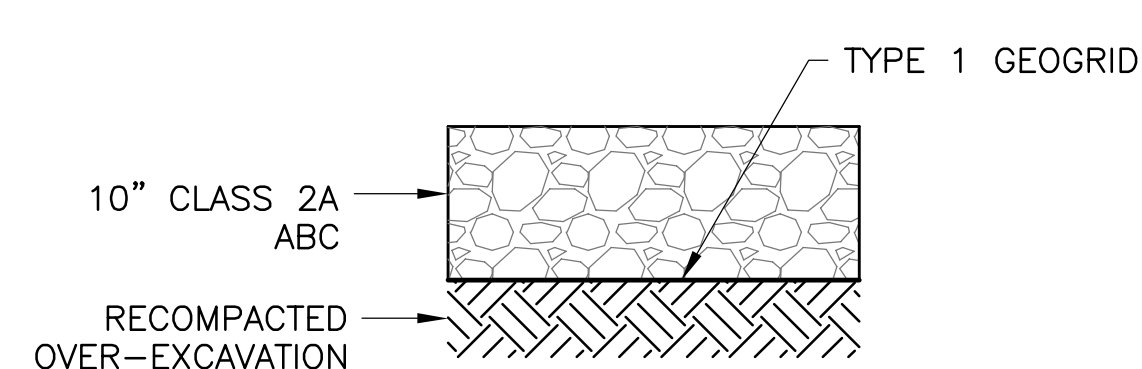


HEAVY DUTY ASPHALT PAVEMENT SECTION 2



LIGHT DUTY ASPHALT PAVEMENT

SECTION 3



GRAVEL ACCESS DRIVE
SECTION 4

PAVEMENT LEGEND

