

From: [John Hagen](#)
To: [Joe Hogeboom](#); [Jupe Hale](#)
Cc: [Cindy Brown](#); [Brandon Stenglein](#)
Subject: RE: Maple Grove / Floor and Decor / Elevations and Truck Turning Study
Date: Thursday, January 27, 2022 11:03:55 AM
Attachments: [image002.png](#)

Hi Joe,

I have reviewed the Truck Turn Exhibit provided by Floor and Décor. First off, from their notes on deliveries (included in the upper right-hand corner of the exhibit), the good news is that due to Floor and Décor's operations, the anticipated three (3) WB-67 semi-tractor trailer truck deliveries per day (or 10-20 per week), will occur during the overnight hours. This is generally the case for most retail establishments that want to avoid conflicts between customers and delivery vehicles. This fact alone should eliminate any concerns with conflicts between the large deliver trucks and any customer traffic of neighboring businesses.

A review of the semi-truck turning paths through the site, revealed that it appears they are using a WB-40 semi-tractor trailer as their design vehicle. However, their notes mention WB-67 trucks as the maximum size delivery vehicle. The exhibit shows that a WB-40 semi truck's turning path is rather tight at the three 90-degree turns within the site (i.e. – the left-turn to the drive aisle on the south side of the building and the two right-turns to maneuver around the building). The larger WB-67 will not likely be able to make these turns. If these larger delivery vehicles will indeed occur during the overnight hours, it might be an easier path for these trucks to exit the site via the existing 4-way stop intersection on Main Street; rather than maneuvering the larger trucks around the building to exit the driveway on the south side of the building, which is stop-controlled on the driveway approach, but uncontrolled on the Main Street approaches. Either way, if the larger WB-67 trucks will be the most common delivery vehicle, the exhibit should be updated to show the WB-67's turning paths through the site, and identify where curb lines might need to be modified to accommodate delivery truck paths through the site.

Finally, regarding the concerns of product pick-up traffic utilizing the existing 4-way stop on Main Street. Based on information provided by Floor and Décor, the site will typically generate approximately **440 vehicle trips per day, 44 vehicle trips during the weekday p.m. peak hour** (22 inbound/22 outbound), **and 84 vehicle trips during the Saturday peak hour** (42 inbound/42 outbound). Approximately 60 percent of this traffic, or 264 daily vehicle trips, 26 weekday p.m. peak hour vehicle trips, and 50 Saturday peak hour vehicle trips, will be "Pro" customers. The applicant states that larger quantity orders will be directed to the use the canopy pickup area located near the northwest corner of the building. While these large quantity order pickup will be directed to use the designated delivery/pick-up entrance along Main Street located in the southeast corner of the site, the reality is that nothing would stop them from using the 4-way stop-controlled Main Street intersection.

Given the proposed land use, the distribution of the traffic generated by the Floor and Décor store will be more evenly spread throughout the day, and will not likely overlap with the neighboring restaurant peak hours of traffic like the previous theater traffic did. Therefore, the traffic generated

by the proposed Floor and Décor store will place less traffic pressure on the existing 4-way stop during the peak hours than the previous theater. That being, the future development of the three other pads on the site (as restaurants and/or additional retail space) will likely generate more overall traffic to the site than the previous theater. As a result, a detailed traffic study will be required once any development is proposed on any one of the three remaining pads, in order to determine the impacts to the adjacent roadways system, and determine if any improvements are necessary in order to accommodate the additional traffic.

Hope this helps!

Let me know if you have any questions/comments.

Thanks,

John

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