

Traffic Impact Study

2023-07-10 (DJK) reviewed, noted comments include Fig 4, Fig 6, and pg 28 needing to be addressed

Thank you for your comments. Kimley-Horn responses are provided throughout the document in red text.

Fine Point Business Park

Aurora, Colorado

Prepared for:

Ambrose Property Group

Kimley»Horn

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

Fine Point Business Park

Aurora, Colorado

Prepared for
Ambrose Property Group
8888 Keystone Crossing
Suite 150
Indianapolis, Indiana 46240

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



June 2023

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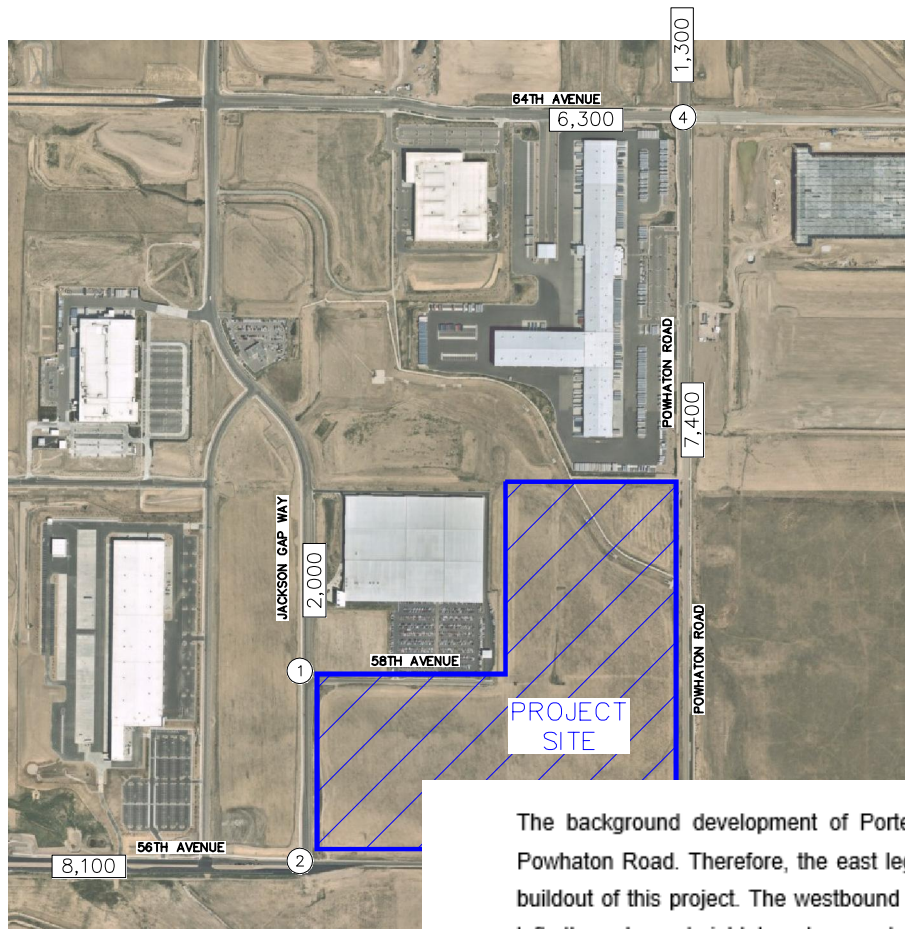
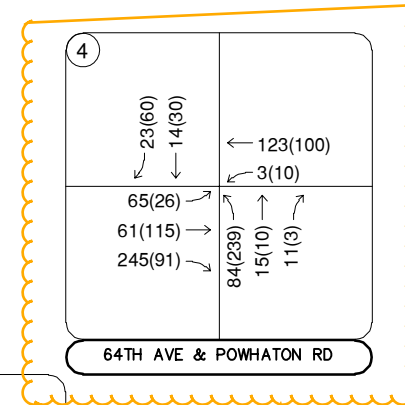


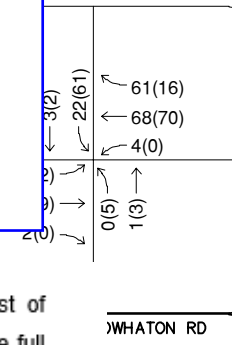
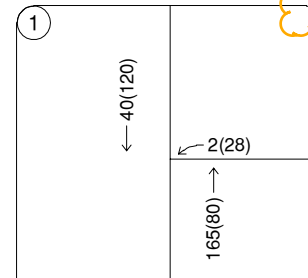
FIGURE 4
FINE POINT BUSINESS CENTER
AURORA, COLORADO
2025 BACKGROUND TRAFFIC VOLUMES

The background development of Porteos Industrial will extend 64th Avenue to the east of Powhatan Road. Therefore, the east leg of the intersection will be constructed prior to the full buildout of this project. The westbound approach will operate under stop control with separate left, through, and right turn lanes. In addition, the southbound left, northbound right, and eastbound through lanes that were striped out for future use will be striped for use by 2025 background conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service.

A geometry figure for this intersection has been provided in Figure 14 with the change in roadway geometry shown in magenta that denotes background improvement. Additionally, text was already included in the intersection description for the 2025 background conditions, prior to the buildout of the project (page 34).



need geometry figure or at least text indicating the changes anticipated to be complete by 2025 independent of the project



LEGEND

Area Key Intersection
day AM(PM)
Hour Traffic Volumes

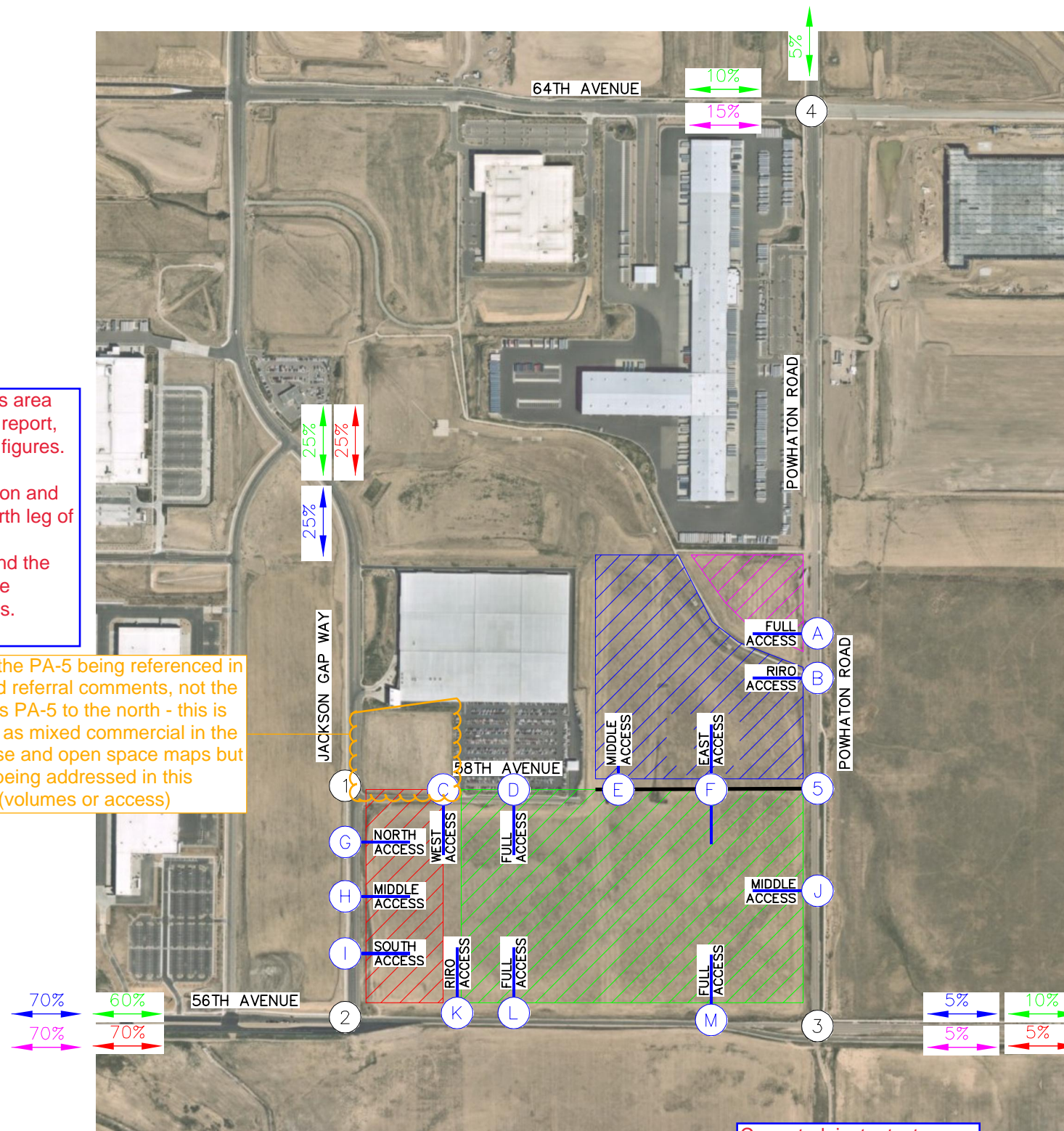
XX,X00 Estimated Daily Traffic Volume



FIGURE 6
FINE POINT BUSINESS PARK
AURORA, COLORADO
2025 PROJECT TRIP DISTRIBUTION

Thank you, understood. This area was already included in the report, analysis, and traffic volume figures. The access is provided by Intersection C with distribution and volumes assigned to the north leg of this intersection. However, I understand the confusion and the area has been updated to be included in all the site aerials.

this is the PA-5 being referenced in the 2nd referral comments, not the Porteos PA-5 to the north - this is shown as mixed commercial in the land use and open space maps but is not being addressed in this report (volumes or access)

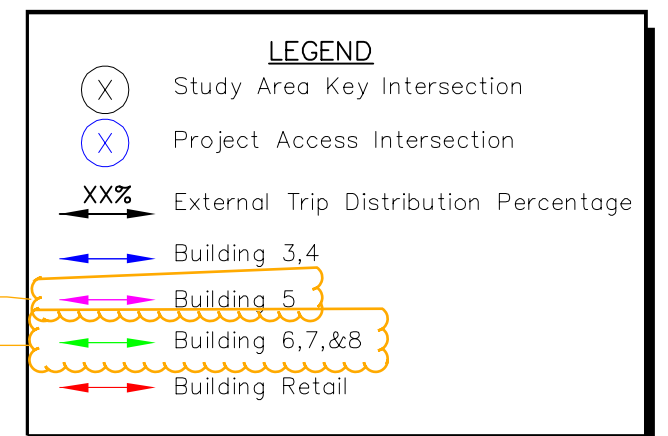


The distribution totals have been updated. When addressing the previous comment in extending the viewport to intersection 4, the transfer of distribution did not get copied over correctly. The intersection distribution for each parcel still equals 100%.

distribution totals for buildings 5-8 are not adding up - verify and update accordingly

Corrected, just a text change in the figure. The actual trip distribution at each intersection for these two areas are correct (as shown in the appendix).

showing 90%
showing 110%



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

if background volumes are not being applied to existing geometry, there needs to be a figure illustrating what background geometry looks like and why it is different from existing

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections and the project accesses for the study area are provided in **Appendix E**. The existing year geometry and intersection control shown in **Figure 2**. Existing performance is shown for the existing and 2025 horizon analysis years while the HCM urban street LOS is shown for the long-term 2040 horizon analysis. Synchro traffic analysis software was used to analyze the signalized, and unsignalized key intersections for HCM level of service.

Understood, the background geometry is shown in Figure 14 and 15 for the 2025 short-term and 2040 long-term, respectively in magenta coloring to distinguish the background geometry versus the project related improvement.

58th Avenue and Jackson Gap Way

The unsignalized 'T'-intersection of 58th Avenue and Jackson Gap Way operates with stop control on the westbound approach of 58th Avenue. With this control and the existing lane configurations, all movements at this intersection currently operate acceptably with LOS A during morning and afternoon peak hours. With project traffic, the intersection is anticipated to operate acceptably through the long-term 2040 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – 58th Avenue & Jackson Gap Way LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing				
Westbound Left	9.3	A	9.2	A
Southbound Left	0.0	A	0.0	A
2025 Background				
Westbound Left	9.7	A	9.4	A
Southbound Left	0.0	A	0.0	A
2025 Background Plus Project				
Westbound Left	12.2	B	15.5	C
Westbound Right	9.1	A	9.5	A
Southbound Left	8.4	A	7.9	A