



June 25, 2024

City of Aurora
Liz Fuselier, Planner I
15151 E. Alameda Pkwy
Aurora, CO 80012

Re: Fourth Submission Review: 32nd Avenue at The Aurora Highlands Infrastructure Site Plan
Application Number: DA-2062-27
Case Numbers: 2022-6003-00; 2022-3012-00

Dear Ms. Fuselier:

Thank you for taking the time to review the 32nd Avenue at The Aurora Highlands Infrastructure Site Plan. We received comments and valuable feedback on January 12, 2023. Please see the following pages for responses to comments. If you have any questions, please feel free to reach out by phone at 303-892-1166 or by email, spollmiller@norris-design.com.

We look forward to making this project a success with the City of Aurora.

Sincerely,
Norris Design

A handwritten signature in black ink, appearing to read "Samantha Pollmiller".

Samantha Pollmiller
Principal

PLANNING DEPARTMENT COMMENTS

1. Completeness and Clarity of the Application

1A. No additional comments.

Response: Noted. Thank you.

2. Landscaping Issues (Deborah Bickmire / 303-739-7261 / DBickmire@auroragov.org / Comments in teal)

2A. See Coversheet comments regarding naming and additional redline comments.

Response: The coversheet has been revised per redline comments.

2B. Sheet 3: repeat comment. Site Plans are not all named the same as the sub plat number. Put it in the site plan names.

Response: Site Plan names updated.

2C. Sheet 13: landscape comments:

Review the height of plant material in the sight triangle.

Response: The height of the plant material in the sight triangle has been reviewed and adjusted to meet code.

Make sure all symbols are in the legend.

Response: All symbols have been added.

2D. Sheet 14: where is the stop sign? Typically required behind the crosswalk. Review the landscape in the sight triangle. some plants appear to be too tall.

Response: Stop sign is under the easement linework. Label has been added to help identify the location. Plant material has been reviewed and adjusted.

2E. Sheet 15: Buffer is 1 tree/1- shrubs per 40 LF. plant material should be distributed more evenly. No major changes are required because this is a late comment, but for consideration. See additional comments on this sheet.

Response: Thank you for the comment. Additional comments have been addressed.

2F. Sheet 17: Will this be signalized? Should there be signal easements? If not, show a stop sign.

Response: Yes, this intersection has now been signalized. Any easements appear to be off site.

2G. Note all additional redlined comments and modify them with the next submission.

Response: Noted. Thank you.

REFERRAL COMMENTS FROM OTHER DEPARTMENTS AND AGENCIES

3. Civil Engineering (Kristin Tanabe / 303-739-7306 / KTanabe@auroragov.org / Comments in green)

3A. Approved.

Response: Noted. Thank you.

4. Traffic Engineering (Carl Harline/ 303-739-7584 / charline@auroragov.org / Comments in amber)

4A. Approved. However, several comments have been provided to the TIS. Please respond with next submission.

Response: Noted, a response to TIS comments is included in the resubmittal.

5. Fire / Life Safety (William Polk / 303-739-7371 / wpolk@auroragov.org / Comments in blue)

5A. Approved.

Response: Noted. Thank you.

6. Aurora Water (Steve Dekoskie / 303-739-7490 / sdekoski@auroragov.org / Comments in red)

6A. Sheet 17: The tree canopy is going to block the maintenance access to the pond. Can this tree be removed or located elsewhere?

Response: Tree has been removed. The street tree requirement is still being met, so it has not been located elsewhere.

7. Real Property (Roger Nelson / 720-587-2657 / ronelson@auroragov.org / Comments in magenta)

7A. See the redlined comments on Site Plan and Plat.

Response: Site Plan and Plat have been revised per redlined comments.

7B. Continue working to secure easements by separate documents and include appropriate reception numbers once earlier filings have been recorded. See redline comments on Subdivision Plat and Site Plan.

Response: REC. Nos. have been added where known per redline comments on the Plat and Site Plan. Some off-site easements were recently revised so we need to make those changes and get them ready to send to Andy.

LEGAL DESCRIPTION

A PARCEL OF LAND BEING A PORTION OF TRACT E, THE AURORA HIGHLANDS SUBDIVISION FILING NO. 1, RECORDED AT RECEPTION NO. 201900089309 IN THE OFFICIAL RECORDS OF THE CLERK AND RECORDER, COUNTY OF ADAMS, STATE OF COLORADO, SITUATED IN THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 29, WHENCE THE WEST LINE OF SAID SOUTHWEST QUARTER BEARS SOUTH 00°08'27" EAST, ALL BEARINGS ARE HEREON REFERENCED TO THIS LINE;

THENCE SOUTH 44°22'03" EAST, A DISTANCE OF 498.28 FEET TO THE POINT OF BEGINNING;
 THENCE SOUTH 55°54'14" EAST, A DISTANCE OF 65.33 FEET;
 THENCE SOUTH 55°11'36" EAST, A DISTANCE OF 49.31 FEET;
 THENCE SOUTH 54°38'54" EAST, A DISTANCE OF 120.00 FEET;
 THENCE SOUTH 56°09'26" EAST, A DISTANCE OF 65.58 FEET;
 THENCE NORTH 32°16'44" EAST, A DISTANCE OF 4.00 FEET;
 THENCE SOUTH 59°17'17" EAST, A DISTANCE OF 65.47 FEET;
 THENCE SOUTH 62°25'20" EAST, A DISTANCE OF 65.47 FEET;
 THENCE SOUTH 65°17'43" EAST, A DISTANCE OF 54.56 FEET;
 THENCE SOUTH 67°54'25" EAST, A DISTANCE OF 54.56 FEET;
 THENCE SOUTH 70°46'48" EAST, A DISTANCE OF 65.47 FEET;
 THENCE SOUTH 73°13'21" EAST, A DISTANCE OF 36.58 FEET;
 THENCE SOUTH 75°24'15" EAST, A DISTANCE OF 54.56 FEET;
 THENCE SOUTH 78°00'57" EAST, A DISTANCE OF 54.56 FEET;
 THENCE SOUTH 10°40'42" WEST, A DISTANCE OF 4.00 FEET;
 THENCE SOUTH 80°53'19" EAST, A DISTANCE OF 65.69 FEET
 THENCE SOUTH 84°01'22" EAST, A DISTANCE OF 65.69 FEET;
 THENCE SOUTH 87°09'25" EAST, A DISTANCE OF 65.69 FEET;
 THENCE SOUTH 89°53'44" EAST, A DISTANCE OF 53.32 FEET;
 THENCE NORTH 89°26'51" EAST, A DISTANCE OF 58.93 FEET;
 THENCE SOUTH 03°15'41" WEST, A DISTANCE OF 21.55 FEET;
 THENCE SOUTH 00°33'09" EAST, A DISTANCE OF 46.33 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 20.00 FEET;
 THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 92°14'14", AN ARC LENGTH OF 32.20 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 1,557.00 FEET;
 THENCE EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04°28'28", AN ARC LENGTH OF 121.59 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 20.00 FEET;
 THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 92°14'14", AN ARC LENGTH OF 32.20 FEET;
 THENCE TANGENT TO SAID CURVE, NORTH 00°33'09" WEST, A DISTANCE OF 46.33 FEET;
 THENCE NORTH 04°22'00" WEST, A DISTANCE OF 21.55 FEET;
 THENCE NORTH 89°26'51" EAST, A DISTANCE OF 175.85 FEET;
 THENCE NORTH 81°55'40" EAST, A DISTANCE OF 67.47 FEET;
 THENCE NORTH 08°21'58" WEST, A DISTANCE OF 3.41 FEET;
 THENCE NORTH 79°36'14" EAST, A DISTANCE OF 67.13 FEET;
 THENCE NORTH 75°32'40" EAST, A DISTANCE OF 67.13 FEET;
 THENCE NORTH 71°29'05" EAST, A DISTANCE OF 55.93 FEET;
 THENCE NORTH 68°46'44" EAST, A DISTANCE OF 55.93 FEET;
 THENCE NORTH 65°53'00" EAST, A DISTANCE OF 51.52 FEET;
 THENCE SOUTH 24°07'00" EAST, A DISTANCE OF 3.51 FEET;
 THENCE NORTH 65°53'00" EAST, A DISTANCE OF 91.50 FEET;
 THENCE NORTH 61°24'24" EAST, A DISTANCE OF 198.93 FEET;
 THENCE SOUTH 165°39'35" WEST, A DISTANCE OF 81.50 FEET;

THENCE NORTH 79°11'04" EAST, A DISTANCE OF 7.88 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 191.00 FEET, THE RADIUS POINT OF SAID CURVE BEARS NORTH 10°22'20" WEST;
 THENCE EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°32'57", AN ARC LENGTH OF 48.50 FEET;
 THENCE NON-TANGENT TO SAID CURVE, NORTH 60°56'07" EAST, A DISTANCE OF 26.69;
 THENCE SOUTH 29°03'55" EAST, A DISTANCE OF 78.00 FEET;
 THENCE SOUTH 60°56'07" WEST, A DISTANCE OF 156.14 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 1,635.00 FEET;
 THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 65°28'41", AN ARC LENGTH OF 1,868.49 FEET;
 THENCE NORTH 53°35'11" WEST, A DISTANCE OF 115.37 FEET TO THE EASTERLY BOUNDARY OF THE AURORA HIGHLANDS SUBDIVISION FILING NO. 9 RECORDED AT RECEPTION NO. _____ IN SAID RECORDS;
 THENCE ALONG SAID EASTERLY BOUNDARY THE FOLLOWING FIVE (5) _____

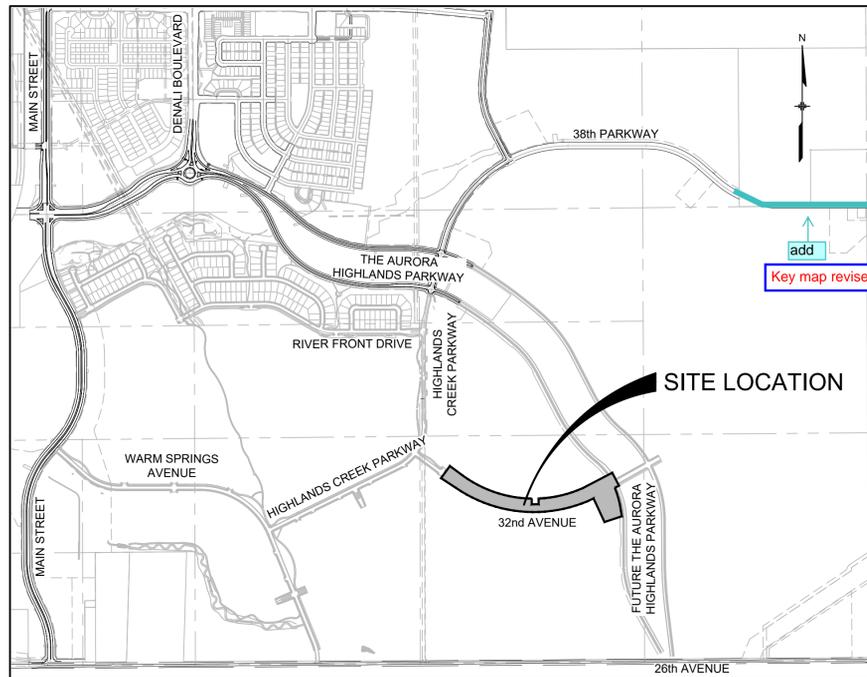
1. NORTH 36°24'49" EAST, A DISTANCE OF 78.00 FEET;
2. NORTH 53°35'11" WEST, A DISTANCE OF 6.83 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 20.00 FEET;
3. NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH OF 31.42 FEET;
4. TANGENT TO SAID CURVE, NORTH 36°24'49" EAST, A DISTANCE OF 19.36 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 732.00 FEET;
5. NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02°19'03", AN ARC LENGTH OF 29.61 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 6.983 ACRES, (304,200 SQUARE FEET), MORE OR LESS

**FILING 19 - 32ND AVENUE
 (BETWEEN N. IRVINGTON ST. TO TAH PARKWAY)
 AT THE AURORA HIGHLANDS
 SITE PLAN**

CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

THE AURORA HIGHLANDS SUBDIVISION FILING NO. 19
 SITUATED IN THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 3 SOUTH,
 RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
 CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO



LOCATION MAP

SCALE: 1" = 1000'

PROJECT CONTROL:

PROJECT COORDINATES ARE MODIFIED COLORADO STATE PLANE CENTRAL ZONE 83(2011) COORDINATES. PROJECT COORDINATES ARE DERIVED FROM STATE PLANE COORDINATES USING THE FOLLOWING FORMULAS:
 PROJECT NORTHING = (STATE PLANE NORTHING * 1.0002542620) - 1000000.00'
 PROJECT EASTING = (STATE PLANE EASTING * 1.0002542620) - 3000000.00'

BENCHMARK:

CITY OF AURORA BENCHMARK 3S6636NE003 BEING A 3" DIAMETER BRASS CAP STAMPED "COA BM, 19-020B, E-090A" LOCATED ON TOP OF THE SOUTH WALL AT THE SOUTHEAST CORNER OF THE EAST 26TH AVENUE BRIDGE CROSSING OVER E-470. AKA 19-020B.

ELEVATION = 5521.54 (NAVD88)

BASIS OF BEARINGS:

BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS OBSERVATIONS BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 CENTRAL ZONE (NAD 83, 2011) REFERENCED TO THE WEST LINE OF SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TAKEN TO BEAR SOUTH 00°08'27" EAST, A DISTANCE OF 2666.98 FEET.

PROJECT APPLICANT

AEROTROPOLIS AREA COORDINATING METROPOLITAN DISTRICT
 8390 EAST CRESCENT PARKWAY, SUITE 300
 GREENWOOD VILLAGE, CO 80111
 PH: (303) 339-4938
 CONTACT: MATT HOPPER

LANDSCAPE ARCHITECT

NORRIS DESIGN
 1101 BANNOCK STREET
 DENVER, CO 80204
 PH: (303) 892-1166
 CONTACT: SEAN MALONE

DEVELOPER

AURORA HIGHLANDS, LLC
 250 S PILOT ROAD
 LAS VEGAS, NV 89119
 CONTACT: CARLO FERREIRA

CIVIL ENGINEER

MATRIX DESIGN GROUP, INC.
 707 17th STREET, SUITE 3150
 DENVER, CO. 80202
 PH: 303-572-0200
 CONTACT: JEFF KILLION, P.E.
 JEFF_KILLION@MATRIXDESIGNGROUP.COM

LIGHTING

CLANTON & ASSOCIATES, INC.
 4699 NAUTILUS COURT SOUTH, STE. 102
 BOULDER, CO. 80301
 PH: 303-530-7229
 CONTACT: ANNIE KUCZKOWSKI
 ANNIE@CLANTONASSOCIATES.COM

OWNERS SIGNATURES

32ND AVENUE at the aurora highlands site plan
 LEGAL DESCRIPTION: THE AURORA HIGHLANDS FILING NO. 19 (SEE DESCRIPTION THIS SHEET)
 THIS SITE PLAN AND ANY AMENDMENTS HERETO, UPON APPROVAL BY THE CITY OF AURORA AND RECORDING, SHALL BE BINDING UPON THE APPLICANTS THEREFORE, THEIR SUCCESSORS AND ASSIGNS. THIS PLAN SHALL LIMIT AND CONTROL THE ISSUANCE AND VALIDITY OF ALL BUILDING PERMITS, AND SHALL RESTRICT AND LIMIT THE CONSTRUCTION, LOCATION, USE, OCCUPANCY AND OPERATION OF ALL LAND AND STRUCTURES WITHIN THIS PLAN TO ALL CONDITIONS, REQUIREMENTS, LOCATIONS AND LIMITATIONS SET FORTH HEREIN. ABANDONMENT, WITHDRAWAL OR AMENDMENT OF THIS PLAN MAY BE PERMITTED ONLY UPON APPROVAL OF THE CITY OF AURORA.
 IN WITNESS THEREOF, AURORA HIGHLANDS, LLC, A NEVADA LIMITED LIABILITY COMPANY, HAS CAUSED THESE PRESENTS TO BE EXECUTED THIS _____ DAY OF _____ AD 20____.
 BY: _____, AS _____
 STATE OF COLORADO _____)SS
 COUNTY OF _____)
 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____ AD 20____.
 BY _____, AS _____
 WITNESS MY HAND AND OFFICIAL SEAL

 (NOTARY PUBLIC)
 MY COMMISSION EXPIRES _____
 NOTARY BUSINESS ADDRESS: _____

CITY OF AURORA APPROVALS

CITY ATTORNEY: _____ DATE: _____
 PLANNING DIRECTOR: _____ DATE: _____
 PLANNING & ZONING COMMISSION: _____ DATE: _____
 (CHAIRPERSON)
 CITY COUNCIL: _____ DATE: _____
 (MAYOR)
 ATTEST: _____ DATE: _____
 (CITY CLERK)
 DATABASE APPROVAL DATE: _____

CLERK AND RECORDER'S CERTIFICATE

ACCEPTED FOR FILING IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF ADAMS COUNTY, COLORADO ON THIS _____ DAY OF _____, 20____ AD AT _____ O'CLOCK _____ M.
 COUNTY CLERK AND RECORDER _____ DEPUTY _____
 INSTRUMENT NO.: _____

SITE PLAN DATA BLOCK	
LAND AREA WITHIN PROPERTY LINES	6.98 AC
NUMBER OF UNITS PROPOSED	N/A
NUMBER OF BUILDINGS PROPOSED	N/A
NUMBER OF STORIES	N/A
MAXIMUM HEIGHT OF BUILDINGS	N/A
CONSTRUCTION TYPE	N/A
IBC OCCUPANCY CLASSIFICATION	N/A
OPEN SPACE	3.23 AC
HARD SURFACE AREA / TRAILS	2.54 AC
LANDSCAPE AREA	1.21 AC
PRESENT ZONING CLASSIFICATION	R-2
LOT AREA	N/A
PUBLIC R.O.W. AREA	3.75 AC

REFER TO TRACKING CHART SHEET FOR MORE INFORMATION

32ND AVENUE
 AT THE AURORA HIGHLANDS
 SITE PLAN

COVER SHEET

DATE: DECEMBER 2022



NOT FOR CONSTRUCTION

SHEET: 01 OF 22

R:\21.1229.005 (The Aurora Highlands, 32nd Avenue)\500 CADD\504 Plan Set\Development Plan\COVER Sheet.dwg

SITE PLAN CHARTS

repeat comment. Site Plans are not all named same as sub plat #. Put in site plan names.

Response: Updated on new sheets with correct site plan naming

Filing No.	Site Plan No.	Village	Acreage	No. Units
1	1	6	48.05	84
2	2	6	61.6	226
3	3	6	24.8	0
4	4	5	4.1	9
5	5	5	17.68	47
6	6	6	5.1	26
8	8	5	37.66	174
10	10	4	61.98	176
11	11	4	13.53	0
14	14	7	49.1	218
15	15	4	73.5	417
16	16	4	70.46	273
19	19	9	6.98	0
Total			474.54	1650

Lot Tracking Chart														
Product Types														
Filing No.	Site Plan No.	MF			Townhome			Paired Home			Standard Lots (>50')			
		Traditional	Town Center	% of Total	Front-Load	Alt.-Load	% of Total	50'-59' Frontage	60'+ Frontage	% of Total	Total			
1	1	0	0	0.00%	0	0	0	0	0	0.00%	54	30	100.00%	84
2	2	0	0	0.00%	0	44	0	0	19.47%	73	109	80.53%	226	
3	3	0	0	0.00%	0	0	0	0	0.00%	0	0	0.00%	0	
4	4	0	0	0.00%	0	0	0	0	0.00%	3	6	100.00%	9	
5	5	0	0	0.00%	0	0	0	0	0.00%	32	15	100.00%	47	
6	6	0	0	0.00%	0	0	0	0	0.00%	0	26	100.00%	26	
8	8	0	0	0.00%	0	0	72	41.38%	40	62	58.62%	174		
10	10	0	0	0.00%	0	0	0	0.00%	0	176	100.00%	176		
11	11	0	0	0.00%	0	0	0	0.00%	0	0	0	0.00%	0	
14	14	0	0	0.00%	0	62	0	28.44%	81	75	71.56%	218		
15	15	0	0	0.00%	0	122	65	94.48%	23	0	5.52%	417		
16	16	0	0	0.00%	0	0	0	16.85%	113	114	83.15%	273		
19	19	0	0	0.00%	0	0	0	0.00%	0	0	0%	0		
Total		0	0	0.00%	0	228	65	37.45%	0	613	33.63%	1650		

- Total number of units shall not exceed 12,487.
- Percentages of total are subject to the minimum/maximms as written under the FDP Urban Design Standards - Lot Standards.
- If no more than 35% of the total number of lots are small, the increased small lot percentage below does not apply. (Excludes master plan communities of less than 100 lots)
 - Up to 50 % of the total number of lots may be Small Lots.
 - No more than 35% of the total number of lots may be small front loaded.
 - No more than 60% of the total number of lots may be a single type as described in the Product Mix Section of Tab 10.
 - Groupings of small lots should be distributed throughout a master plan and site plan.
 - A minimum of 40% of the total number of lots must be standard or larger.
 - If a master plan includes 200 lots or more a minimum 10% of the total number of lots must have a 60' minimum frontage and 6,000 sf of lot area.
- A maximum of 32% Mult-family allowed.

Maximum Amount of Units Permitted			
	Min./Max. Permitted	Used to Date	Remaining Available
Multi-Family	Max. 32% of Total Units	3996	0
Small Lot Total	Max. 50% of Total Units	6244	500
Small Lot Front-Loaded	Max. 35% of Total Units	4370	65
Standard Total	Min. 40% of Total Units	4995	613

Population Tracking Chart			
Filing No./ Site Plan No.	Lot Totals	People Per Unit	Population
19	0	2.65	0
19	0	2.50	0
19	0	2.02	0
19	0	1.58	0
19	0	0	0
Total	0	0	0

Community Population Tracking Chart			
Filing	Site Plan	Population	
1	1	222.6	
2	2	598.9	
3	3	0	
4	4	23.85	
5	5	124.55	
6	6	68.9	
8	8	461.1	
10	10	466.4	
11	11	0	
14	14	577.7	
15	15	1105.5	
16	16	723.45	
19	19	0	
Total		4372.95	

Lot Dimensions Table					
Lot Type	Min. Lot Size	Min. Lot Frontage	Minimum Setbacks		
			Front	Rear	Side
N/A	N/A	N/A	N/A	N/A	N/A

Parks, Recreation, and Open Space Tracking Chart												
ISP No.	Site Plan No.	Filing No.	Total Population	Neighborhood Park			Community Park			Open Space		
				Dedication Required	Dedication Provided	Difference	Dedication Required	Dedication Provided	Difference	Dedication Required	Dedication Provided	Difference
1			0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1 Am 01			0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.55	3.55
	1	1	223	0.67	7.14	6.47	0.25	0.00	-0.25	1.74	2.37	0.63
	2	2	599	1.80	0.00	-1.80	0.66	0.00	-0.66	4.67	6.60	1.93
	3	3	0	0.00	7.50	7.50	0.00	0.00	0.00	0.00	0.00	0.00
	4	4	24	0.07	0.00	-0.07	0.03	0.00	-0.03	0.19	0.00	-0.19
	5	5	125	0.38	0.00	-0.38	0.14	0.00	-0.14	0.98	2.18	1.21
	6	6	69	0.21	0.00	-0.21	0.08	0.00	-0.08	0.54	0.00	-0.54
	8	8	461	1.38	0.00	-1.38	0.51	0.00	-0.51	3.60	1.23	-2.37
	10	10	466	1.40	0.00	-1.40	0.51	0.00	-0.51	3.64	4.12	0.48
	11	11	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.86	9.86
	14	14	578	1.73	0.00	-1.73	0.64	0.00	-0.64	4.51	4.75	0.24
	15	15	1106	3.32	0.00	-3.32	1.22	0.00	-1.22	8.63	7.79	-0.84
	16	16	723	2.17	0.00	-2.17	0.80	0.00	-0.80	5.64	3.27	-2.37
	19	19	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.35	3.35
Totals			4375	13.12	14.64	1.52	4.81	0.00	-4.81	34.12	49.07	14.95

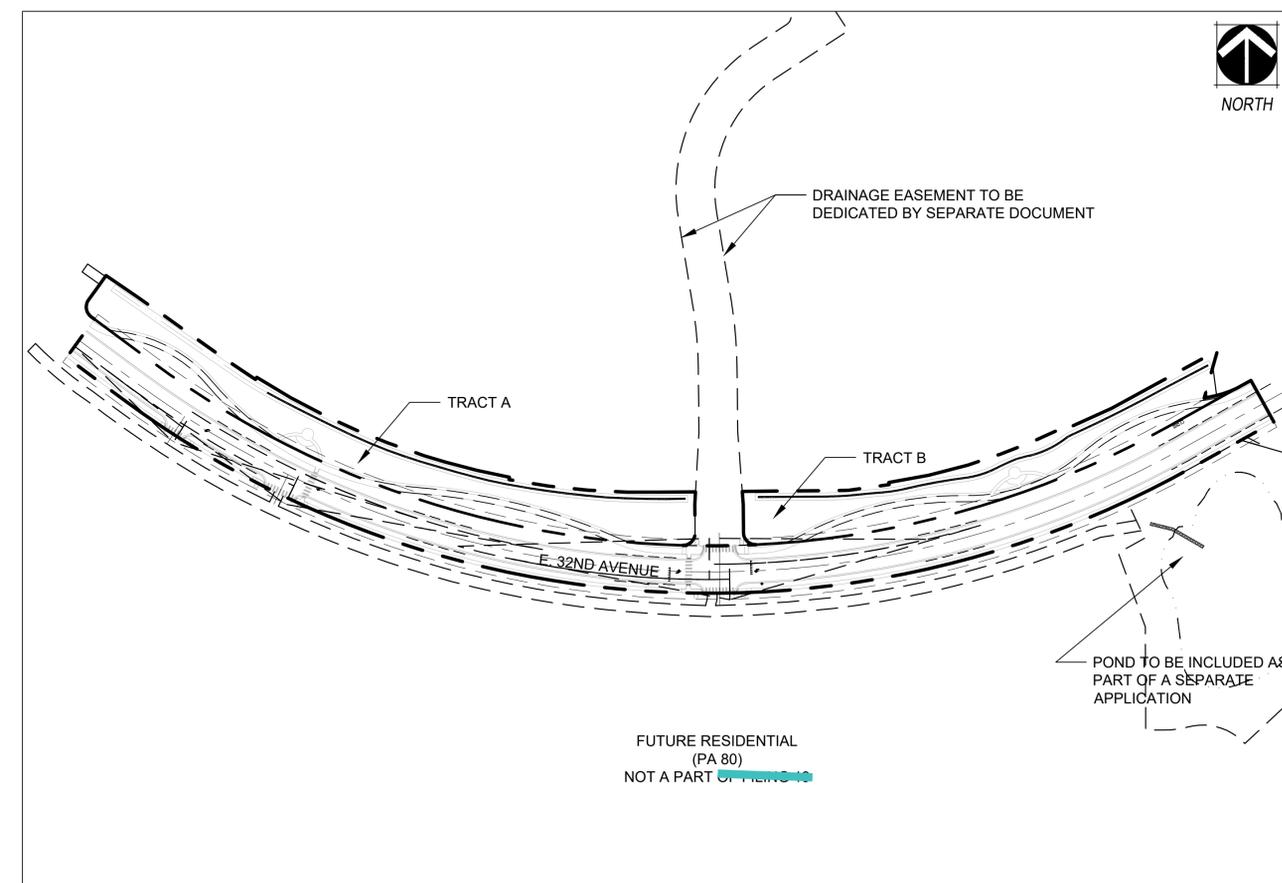
1. Dedication requirements based off of then current code requirements and anticipated population.

Tract Dedication Table				
Tract	Filing	Dedication Type		
		Neigh. Park	Com. Park	Open Space
L	1			2.37
P	1	7.14		
CIG Esmt	ISP 01 Am			3.55
C	2			0.66
D	2			0.49
F	2			2.1
I*	2			3.35
A	3	4.91		
B	3	2.59		
A	5			0.88
C*	5			1.3
B*	8			0.37
I	8			0.86
A*	10			1.21
B	10			0.37
C	10			0.30
D*	10			1.82
H	10			0.42
A	11			2.32
B	11			4.59
C	11			0.77
F	11			0.69
G	11			1.49
C	14			0.87
N	14			3.88

E	15			1.29
G	15			0.32
J	15			0.32
K*	15			0.52
L	15			0.17
M	15			0.15
N	15			0.26
O	15			0.83
P	15			0.03
X	15			0.81
AA	15			0.97
CC	15			0.40
DD	15			0.80
EE	15			0.49
KK	15			0.13
LL	15			0.06
NN	15			0.08
PP	15			0.03
QQ	15			0.13
A	16			0.32
B*	16			1.06
F	16			1.38
H*	16			0.51
A	19			1.84
B	19			1.51
Total		14.64	0	49.07

* Indicates a portion of tract

SITE PLAN LOT TRACKING EXHIBIT



ACAD-X-TAH-PDP_MDC24x38
ACAD-X-PR-Road
ACAD-X-PR-ROW
ACAD-X-PR-UTIL

32ND AVENUE AT THE AURORA
HIGHLANDS SITE PLAN

DATE: DECEMBER 21, 2022

PREPARED BY:
NORRIS DESIGN
Planning | Landscape Architecture | Branding

1101 Bannock Street
Denver, Colorado 80204
P 303.892.1166
www.norris-design.com

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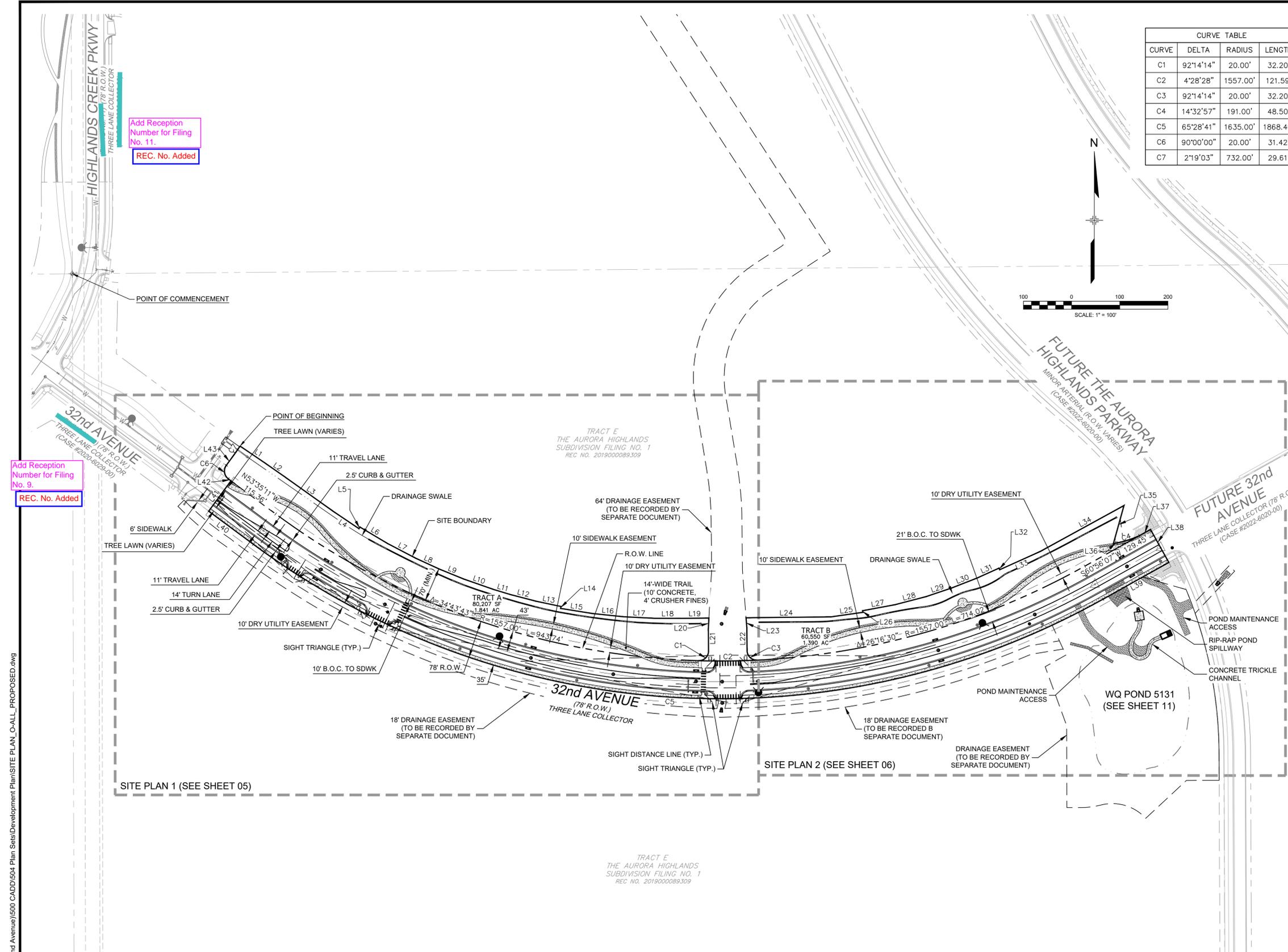
SHEET: 3 OF 22

R:\21.1229.005 (The Aurora Highlands, 32nd Avenue)\500 CAD\504 Plan Sets\Development Plan\Site Plan_O-ALL_PROPOSED.dwg

Add Reception Number for Filing No. 9.
REC. No. Added

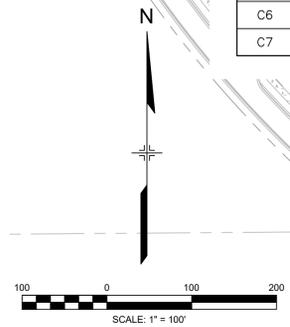
Add Reception Number for Filing No. 11.
REC. No. Added

DEVELOPER NOTE:
THE DEVELOPER IS RESPONSIBLE FOR SIGNING AND STRIPING ALL PUBLIC STREETS. THE DEVELOPER IS REQUIRED TO PLACE TRAFFIC CONTROL, STREET NAME, AND GUIDE SIGNS ON ALL PUBLIC STREETS AND PRIVATE STREETS APPROACHING AN INTERSECTION WITH A PUBLIC STREET. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.



CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	92°14'14"	20.00'	32.20'
C2	4°28'28"	1557.00'	121.59'
C3	92°14'14"	20.00'	32.20'
C4	14°32'57"	191.00'	48.50'
C5	65°28'41"	1635.00'	1868.49'
C6	90°00'00"	20.00'	31.42'
C7	2°19'03"	732.00'	29.61'

LINE TABLE			LINE TABLE		
LINE	BEARING	LENGTH	LINE	BEARING	LENGTH
L1	S55°54'14"E	65.33'	L23	N04°22'00"W	21.55'
L2	S55°11'36"E	49.31'	L24	N89°26'51"E	175.85'
L3	S54°38'54"E	120.00'	L25	N81°55'40"E	67.47'
L4	S56°09'26"E	65.58'	L26	N08°21'58"W	3.41'
L5	N32°16'44"E	4.00'	L27	N79°36'14"E	67.13'
L6	S59°17'17"E	65.47'	L28	N75°32'40"E	67.13'
L7	S62°25'20"E	65.47'	L29	N71°29'05"E	55.93'
L8	S65°17'43"E	54.56'	L30	N68°46'44"E	55.93'
L9	S67°54'25"E	54.56'	L31	N65°53'00"E	51.52'
L10	S70°46'48"E	65.47'	L32	S24°07'00"E	3.51'
L11	S73°13'21"E	36.58'	L33	N65°53'00"E	91.50'
L12	S75°24'15"E	54.56'	L34	N61°24'24"E	198.93'
L13	S78°00'57"E	54.56'	L35	S15°39'35"W	81.50'
L14	S10°40'42"W	4.00'	L36	N79°11'04"E	7.88'
L15	S80°53'19"E	65.69'	L37	N60°56'07"E	26.69'
L16	S84°01'22"E	65.69'	L38	S29°03'55"E	78.00'
L17	S87°09'25"E	65.69'	L39	S60°56'07"W	156.14'
L18	S89°53'44"E	53.32'	L40	N53°35'11"W	115.37'
L19	N89°26'51"E	58.93'	L41	N36°24'49"E	78.00'
L20	S03°15'41"W	21.55'	L42	N53°35'11"W	6.83'
L21	S00°33'09"E	46.33'	L43	N36°24'49"E	19.36'
L22	N00°33'09"W	46.33'			



LEGEND	
	PROPOSED RIGHT-OF-WAY
	PROPOSED CENTERLINE
	SITE BOUNDARY
	DRAINAGE SWALE
	SIGHT TRIANGLE
	PROPOSED STORM INLET
	PROPOSED MANHOLE
	PROPOSED FIRE HYDRANT
	PROPOSED STREET LIGHT
	RESTRICTED FIRE LANE ACCESS
	PROPOSED GRAVEL PATHWAY
	PROPOSED CONCRETE PAVING
	PROPOSED ASPHALT PAVING
	PROPOSED RIPRAP POND SPILLWAY

- NOTES:**
- THE STORM SEWER SYSTEM WITHIN THE PUBLIC R.O.W. IS PUBLIC AND TO BE MAINTAINED BY THE CITY OF AURORA. THE STORM SEWER SYSTEM OUTSIDE OF THE PUBLIC R.O.W. IS PRIVATE AND TO BE MAINTAINED BY THE AACMD.
 - STREET LIGHT LOCATIONS SHOWN ARE CONCEPTUAL. FINAL PLACEMENT WILL BE DETERMINED BY PHOTOMETRIC ANALYSIS AND WILL BE SUBMITTED WITH FINAL CIVIL STREET LIGHTING PLAN.
 - THE WATER LINE EAST OF THE INTERSECTION INTO THE NORTH AND SOUTH DEVELOPMENTS WILL NOT BE ACTIVATED UNTIL THE CONNECTION TO TAH PARKWAY IS CONSTRUCTED. IF THE REMAINDER OF THE 32ND AVENUE WATER LINE NEEDS TO BECOME ACTIVATED, IT WILL BE LOOPED WITH THE SYSTEM WITHIN THE DEVELOPMENT TO THE NORTH.
 - THE 10' CONCRETE PORTION OF THE 14'-WIDE TRAIL WILL BE WITHIN A SIDEWALK EASEMENT AND MAINTAINED BY THE CITY OF AURORA. THE 4' CRUSHER FINES PORTION OF THE 14'-WIDE TRAIL AND OTHER SMALLER SIDEWALK FEATURES OUTSIDE OF THE SIDEWALK EASEMENT WILL BE MAINTAINED BY AACMD.
 - REFER TO GRADING AND UTILITY PLANS FOR UNDERGROUND UTILITY INFORMATION.

32ND AVENUE
AT THE AURORA HIGHLANDS
SITE PLAN

OVERALL SITE PLAN

DATE: DECEMBER 2022

PREPARED BY:
Matrix
Excellence by Design
707 17th Street, Suite 3150
Denver, Colorado 80202
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www.matrixdesigngroup.com



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SHEET: 04 OF 22

PLANTING SCHEDULE

QTY.	SYM.	COMMON NAME	BOTANICAL NAME	SIZE	WATER USE
DECIDUOUS CANOPY TREE					
23	ESE	EMERALD SUNSHINE ELM	ULMUS PROPINQUA 'JFS--BIEBERICH'	2 1/2" CAL. B&B	LOW
11	LAS	AMERICAN SENTRY LINDEN	TILIA AMERICANA 'MCKSENTRY'	2 1/2" CAL. B&B	MODERATE
18	SHA	SHADEMASTER HONEYLOCUST	GLEDITSIA TRIACANTHOS 'INERMIS' 'SHADEMASTER'	2 1/2" CAL. B&B	VERY LOW
24	TEX	TEXAS RED OAK	QUERCUS BUCKLEYI	2 1/2" CAL. B&B	MODERATE
21	WHO	WHITE OAK	QUERCUS ALBA	2 1/2" CAL. B&B	VERY LOW
EVERGREEN TREES					
17	BOP	BOSNIAN PINE	PINUS HELDREICHII VAR. LEUCODERMIS	6' HT. MIN (SPECIMEN)	MODERATE
9	PVP	VANDERWOLF'S PYRAMID PINE	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	6' HT. MIN (SPECIMEN)	VERY LOW
15	SBH	BLACK HILLS SPRUCE	PICEA PUNGENS 'DENSATA'	6' HT. MIN (SPECIMEN)	LOW
DECIDUOUS ORNAMENTAL TREE					
8	PRF	PRAIRIE FIRE CRAB APPLE	MALUS 'PRAIRIE FIRE'	2" CAL. B&B	LOW
10	TCH	COCKSPUR THORNLESS HAWTHORN	CRATAEGUS CRUS-GALLI 'INERMIS'	2" CAL. B&B	LOW
DECIDUOUS SHRUBS 2-4' SPREAD					
93	CPB	CRIMSON PYGMY BARBERRY	BERBERIS THUNBERGII 'ATROPURPUREA NANA'	#5 CONT.	VERY LOW
27	KND	DOUBLE KNOCKOUT ROSE	ROSA 'RADTKO'	#5 CONT.	LOW
49	LED	DWARF LEADPLANT	AMORPHA NANA	#5 CONT.	VERY LOW
8	LMS	LIMEMOUND SPIREA	S. X BUMALDA 'LIMEMOUND'	#5 CONT.	LOW
28	ORB	ROCKET ORANGE BARBERRY	BERBERIS THUNBERGII 'ORANGE ROCKET'	#5 CONT.	LOW
138	RSD	DWARF RUSSIAN SAGE	PEROVSKIA ATRIPLICIFOLIA 'LACY BLUE'	#5 CONT.	VERY LOW
18	SLH	SWEETSPIRE 'LITTLE HENRY'	ITEA VIRGINICA 'SPRICH'	#5 CONT.	MODERATE
DECIDUOUS SHRUBS 5-6' SPREAD					
52	BPU	BUTTERFLY BUSH	BUDDLEIA DAVIDII	#5 CONT.	LOW
23	FER	FERNBUSH	CHAMAEBATIARA MILLEFOLIUM	#5 CONT.	LOW
14	GNI	GOLDEN NINEBARK	PHYSOCARPUS OPULIFOLIUS 'LUTEUS'	#5 CONT.	LOW
8	MKL	MISS KIM LILAC	SYRINGA PATULA 'MISS KIM'	#5 CONT.	VERY LOW
107	PBS	PAWNEE BUTTES SAND CHERRY	PRUNUS BESSEYI 'PAWNEE BUTTES'	#5 CONT.	VERY LOW
12	RBA	RED BARBERRY	BERBERIS THUNBERGII 'ATROPURPUREA'	#5 CONT.	LOW
12	REC	RED CHOKEBERRY	ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA'	#5 CONT.	LOW
20	RSB	RED SNOWBERRY	SYMPHORICARPOS ORBICULATUS	#5 CONT.	LOW
12	YCU	GOLDEN CURRANT	RIBES AUREUM	#5 CONT.	VERY LOW
DECIDUOUS SHRUBS 7-9' SPREAD					
12	ABS	AUTUMN BRILLIANCE SERVICEBERRY	AMELANCHIER X GRANDIFLORA	#5 CONT.	LOW
14	AMP	AMERICAN PLUM	PRUNUS AMERICANA	#5 CONT.	VERY LOW
26	CWL	COMMON WHITE LILAC	SYRINGA VULGARIS ALBA	#5 CONT.	VERY LOW
17	GST	GOLDEN SMOKE TREE	COTINUS COGGYGRIA 'ANCOT'	#5 CONT.	LOW
16	NAC	NANKING CHERRY	PRUNUS TOMENTOSA	#5 CONT.	LOW
11	NCC	NATIVE CHOKECHERRY	PRUNUS VIRGINIANA	#5 CONT.	LOW
11	NCG	CENTER GLOW NINEBARK	PHYSOCARPUS OPULIFOLIUS 'CENTER GLOW'	#5 CONT.	LOW
6	SAA	AUTUMN AMBER SUMAC	RHUS TRILOBATA 'AUTUMN AMBER'	#5 CONT.	VERY LOW
10	TWS	TALL WESTERN SAGE	ARTEMISIA TRIDENTATA	#5 CONT.	VERY LOW
EVERGREEN SHRUBS 2-4" SPREAD					
11	MAN	PANCHITO MANAZANITA	ARCTOSTAPHYLOS 'PANCHITO'	#5 CONT.	VERY LOW
EVERGREEN SHRUBS 5-6" SPREAD					
21	BUF	BUFFALO JUNIPER	JUNIPERUS SABINA 'BUFFALO'	#5 CONT.	VERY LOW
3	CCB	CORAL BEAUTY COTONEASTER	CYTISUS DAMMERI 'CORAL BEAUTY'	#5 CONT.	MODERATE
2	CHI	CHIEFTAIN MANAZANITA	ARCTOSTAPHYLOS X COLORADENSIS 'CHIEFTAIN'	#5 CONT.	VERY LOW
12	OGH	OREGON GRAPE HOLLY	MAHONIA AQUIFOLIUM	#5 CONT.	VERY LOW
EVERGREEN SHRUBS 7-9" SPREAD					
29	MTA	TANNENBAUM MUGO PINE	PINUS MUGO 'TANNENBAUM'	#5 CONT.	LOW
ORNAMENTAL GRASSES					
169	APG	UNDAUNTED ALPINE PLUME GRASS	ACHNATHERUM CALAMAGROSTIS 'PUND02S'	#1 CONT.	LOW
74	FRG	KARL FOERSTER FEATHER REED GRASS	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	#1 CONT.	LOW
557	GBA	BLONDE AMBITION GRAMA GRASS	BOUTELOUA GRACILIS 'BLONDE AMBITION'	#1 CONT.	VERY LOW 2.5-3' tall
331	GRM	MUHLY GRASS	MUHLENBERGIA HYBRIDS which one? need height	#1 CONT.	VERY LOW Adjusted planting to fit into sight triangle.
180	HFB	LITTLE BUNNY HARDY FOUNTAIN GRASS	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY' Added variety J.	#1 CONT.	VERY LOW Adjusted planting to fit into sight triangle.
762	MFG	MEXICAN FEATHER GRASS	NASSELLA TENUISSIMA	#1 CONT.	VERY LOW
6	PAH	HARDY PAMPAS GRASS	ERIANTHUS RAVENNAE	#1 CONT.	LOW
134	PDG	PRAIRIE DROPSEED	SPOROBOLUS HETEROLEPIS	#1 CONT.	VERY LOW
362	RSG	SHENANDOAH SWITCHGRASS	PANICUM VIRGATUM 'SHENANDOAH'	#1 CONT.	LOW 4' tall Adjusted planting to fit into sight triangle.
PERENNIALS					
25	CFL	PURPLE CONEFLOWER	ECHINACEA PURPUREA	#1 CONT.	VERY LOW
64	CLT	LITTLE TRUDY CATMINT	NEPETA 'PSIFKE'	#1 CONT.	LOW
64	DDY	STELLA D'ORO DAYLILY	HEMEROCALLIS 'STELLA D'ORO'	#1 CONT.	VERY LOW
35	HSU	SUNSET HYSSOP	AGASTACHE RUPESTRIS	#1 CONT.	VERY LOW
14	SEF	SEA FOAM SAGE	ARTEMISIA VERSICOLOR 'SEA FOAM'	#1 CONT.	VERY LOW

IRRIGATED AND NON-IRRIGATED NATIVE SEED MIX

W/C	COMMON NAME	SCIENTIFIC NAME	% OF TOTAL	PLS PER ACRE
C	WESTERN WHEATGRASS	PASCOPYRUM SMITHII	25%	3.75 LBS.
C	CRESTED WHEATGRASS	AGROPYRON CRISTATUM	25%	3.75 LBS.
W	BLUE GRAMA	BOUTELOUA GRACILIS	10%	1.5 LBS.
W	BUFFALOGRASS	BUCHLOE DACTYLOIDES	20%	3.0 LBS.
C	SLENDER WHEATGRASS	ELYMUS TRACHYCAULUS	15%	2.25 LBS.
W	ALKALI SACATON	SPOROBOLUS AIROIDES	5%	0.75 LBS.
W/C = WARM OR COOL SEASON MIX HAS BEEN APPROVED BY DENVER INTERNATIONAL AIRPORT			TOTAL	100% 15.0 LBS.

IRRIGATED MANICURED TURF SOD

TALL FESCUE BLEND OR APPROVED EQUAL.

landscape comments:
 1. Review height of plant material in the sight triangle
 2. make sure all symbols are in the legend

Adjusted planting to fit into sight triangle.
 Symbols have been added.

32ND AVENUE AT THE AURORA
 HIGHLANDS SITE PLAN

DATE: DECEMBER 21, 2022

PREPARED BY:

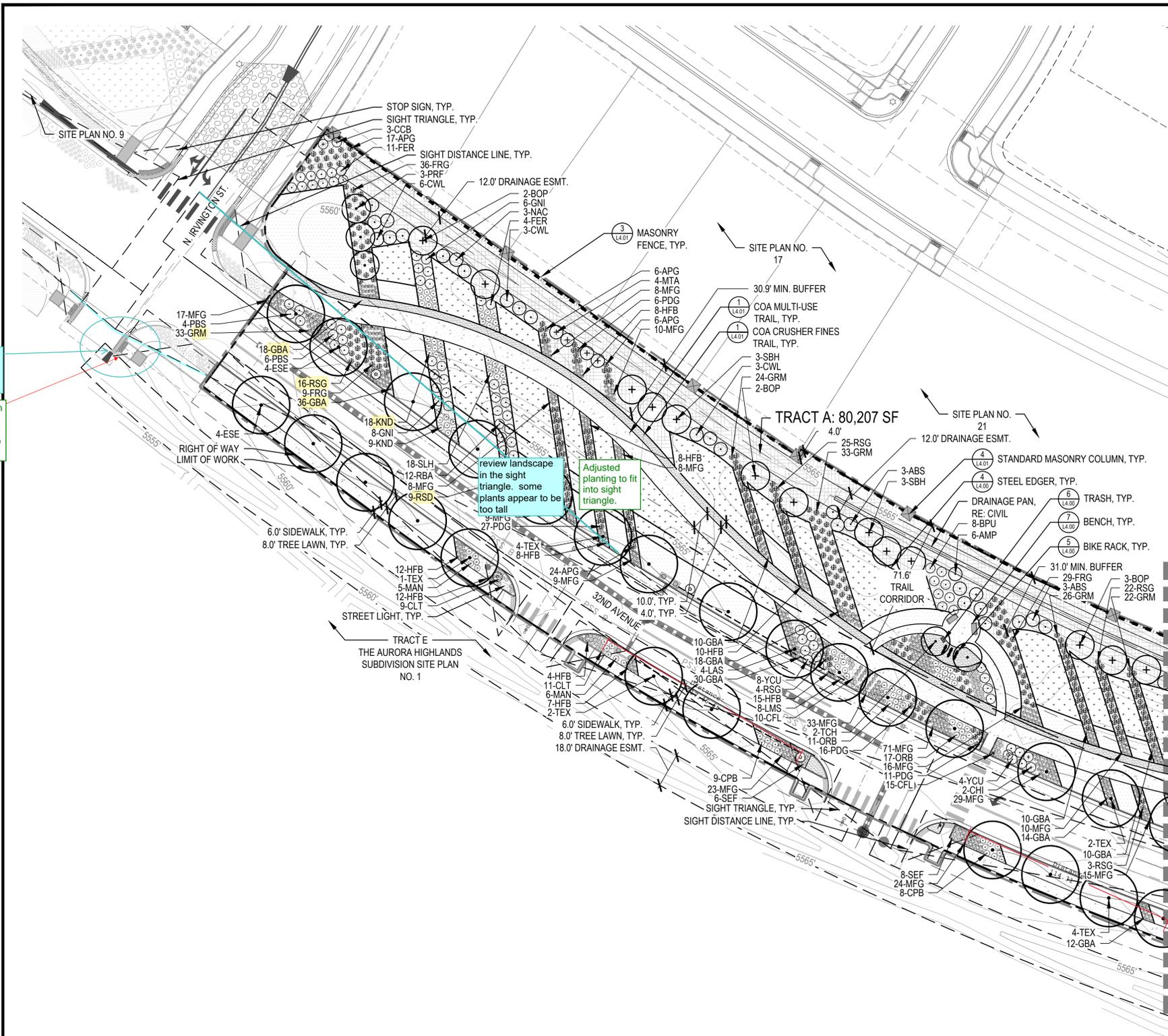
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L1.01 - PLANT SCHEDULE
 SHEET: 13 OF 22



where is the stop sign? typically required behind crosswalk

Stop sign is hidden by easement linework. Label has been added to help identify.

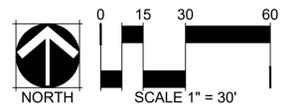
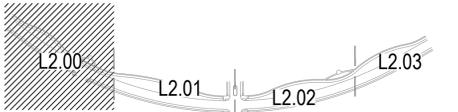
LEGEND

- LIMITS OF WORK (L.O.W.)
- MATCHLINE
- PROPERTY LINE
- RIGHT OF WAY (ROW)
- STEEL EDGER (4/L4.00)
- MASONRY FENCE (3/L4.01)
- IRRIGATED MANICURED TURF SOD (DEVELOPER)
- NON-IRRIGATED NATIVE SEED
- 100% IRRIGATED NATIVE GRASS SEED MIX
- CRUSHER FINES
- COBBLE
- DECIDUOUS CANOPY TREE (1/L4.00)
- ORNAMENTAL TREES (1/L4.00)
- EVERGREEN TREES (1/L4.00)
- DECIDUOUS SHRUBS (2/L4.00)
- EVERGREEN SHRUBS (2/L4.00)
- ORNAMENTAL GRASSES (3/L4.00)
- PERENNIALS (3/L4.00)
- FIRE HYDRANT (RE: CIVIL)
- STREET LIGHT (RE: CIVIL, 2/L4.01)
- BENCH (7/L4.00)
- BIKE RACK (5/L4.00)
- TRASH CAN (6/L4.00)
- STANDARD MASONRY COLUMN (4/L4.01)

NOTES:

- ALL PROPOSED LANDSCAPING WITHIN THE SIGHT TRIANGLE SHALL BE IN COMPLIANCE WITH COA ROADWAY SPECIFICATIONS, SECTION 4.04.2.10.
- FINAL STREET TREE PLACEMENT SUBJECT TO STOP SIGNS AND STREET LIGHTS.

KEY MAP SCALE: 1" = 400'



NOT FOR CONSTRUCTION



32ND AVENUE AT THE AURORA HIGHLANDS SITE PLAN

DATE: DECEMBER 21, 2022

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L2.00 - LANDSCAPE PLAN
 SHEET: 14 OF 22

LEGEND

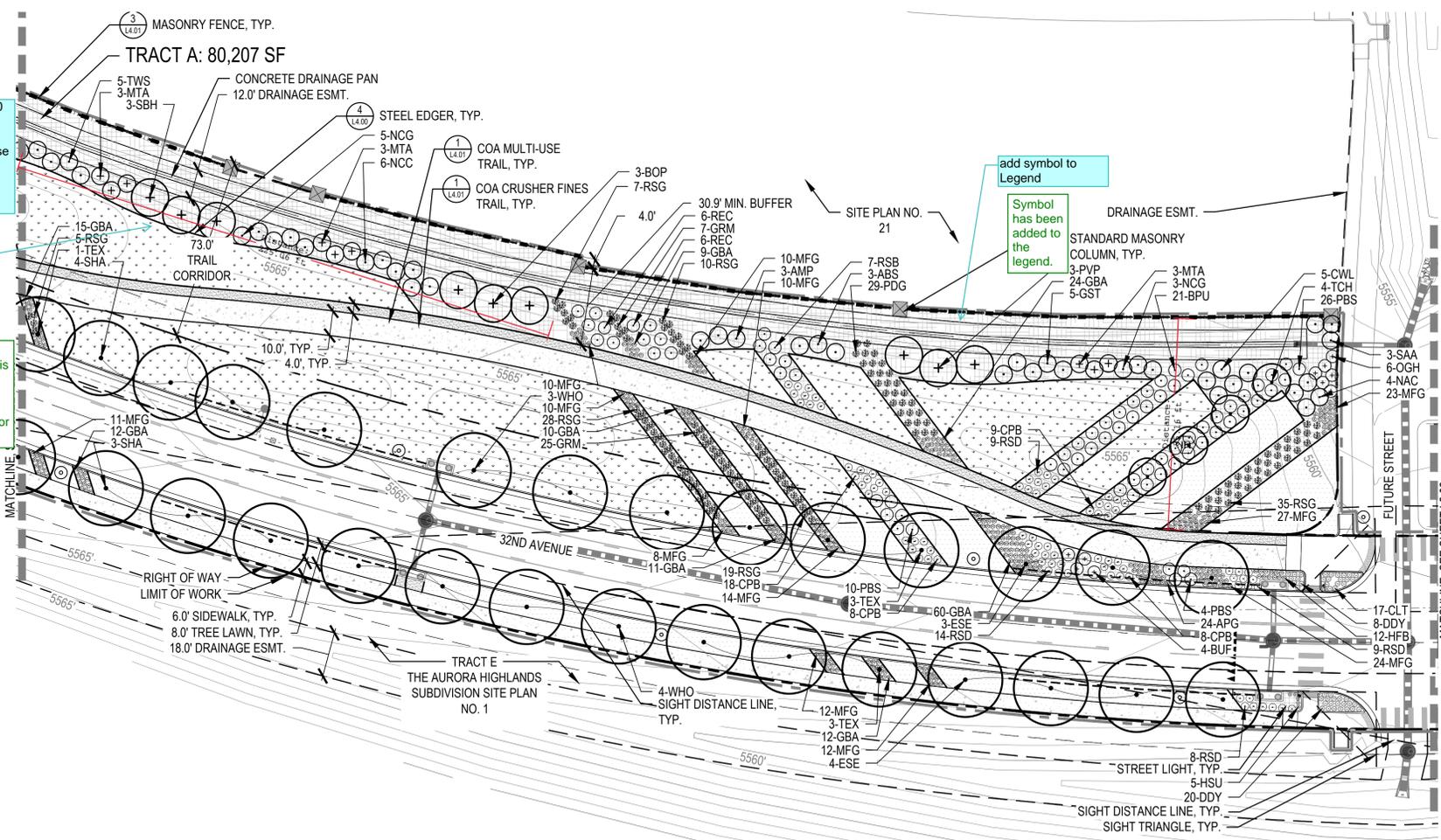
- LIMITS OF WORK (L.O.W.)
- - - MATCHLINE
- — — PROPERTY LINE
- - - RIGHT OF WAY (ROW)
- — — STEEL EDGER (4/L4.00)
- - - MASONRY FENCE (3/L4.01)
- ▨ IRRIGATED MANICURED TURF SOD (DEVELOPER)
- ▩ NON-IRRIGATED NATIVE SEED
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- DECIDUOUS CANOPY TREE (1/L4.00)
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- BENCH (7/L4.00)
- BIKE RACK (5/L4.00)
- TRASH CAN (6/L4.00)
- STANDARD MASONRY COLUMN (4/L4.01)

Thank you for the comment.
 Buffer is 1 tree/1- shrubs per 40 LF. plant material should be distributed more evenly. No major changes required because this is a late comment, but for consideration.

225 LF = 6 trees, 56 shrubs
 Landscape provided = 6 trees, 21 shrubs

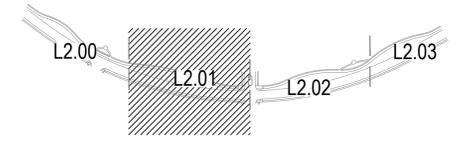
Thank you for the comment. Overall buffer is still being met, but the comment above is understood and will be taken into consideration for future filing submittals.

add symbol to Legend
 Symbol has been added to the legend.



- NOTES:**
1. ALL PROPOSED LANDSCAPING WITHIN THE SIGHT TRIANGLE SHALL BE IN COMPLIANCE WITH COA ROADWAY SPECIFICATIONS, SECTION 4.04.2.10.
 2. FINAL STREET TREE PLACEMENT SUBJECT TO STOP SIGNS AND STREET LIGHTS.

KEY MAP SCALE: 1" = 400'



32ND AVENUE AT THE AURORA HIGHLANDS SITE PLAN

DATE: DECEMBER 21, 2022

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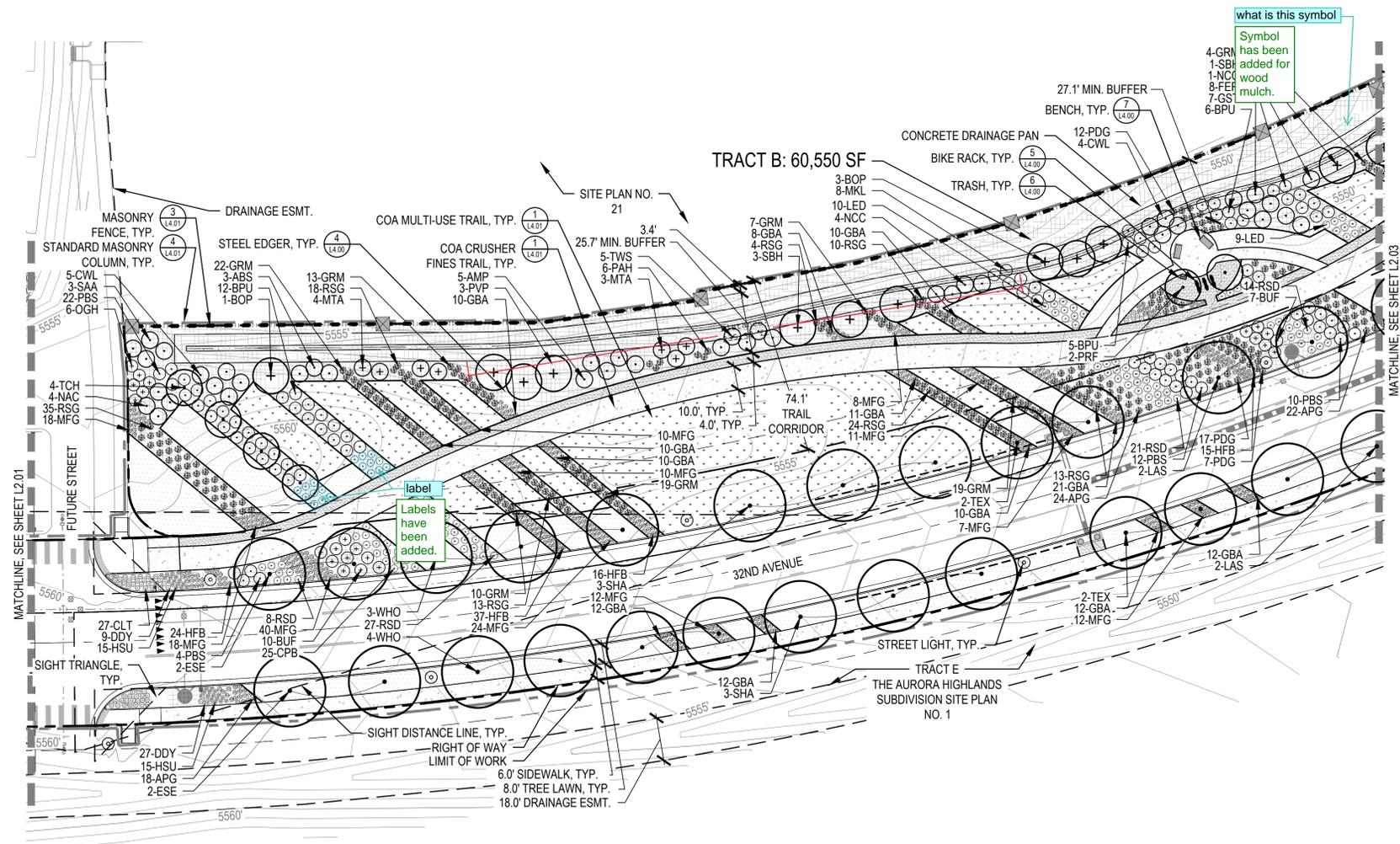
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L2.01 - LANDSCAPE PLAN
 SHEET: 15 OF 22



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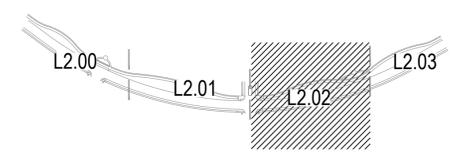


LEGEND

- LIMITS OF WORK (L.O.W.)
- MATCHLINE
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- TRASH CAN (6/L4.00)
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- NOTES:**
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 - FINAL STREET TREE PLACEMENT SUBJECT TO STOP SIGNS AND STREET LIGHTS.

KEY MAP SCALE: 1" = 400'

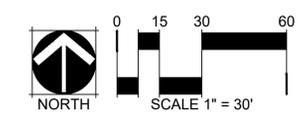


32ND AVENUE AT THE AURORA HIGHLANDS SITE PLAN

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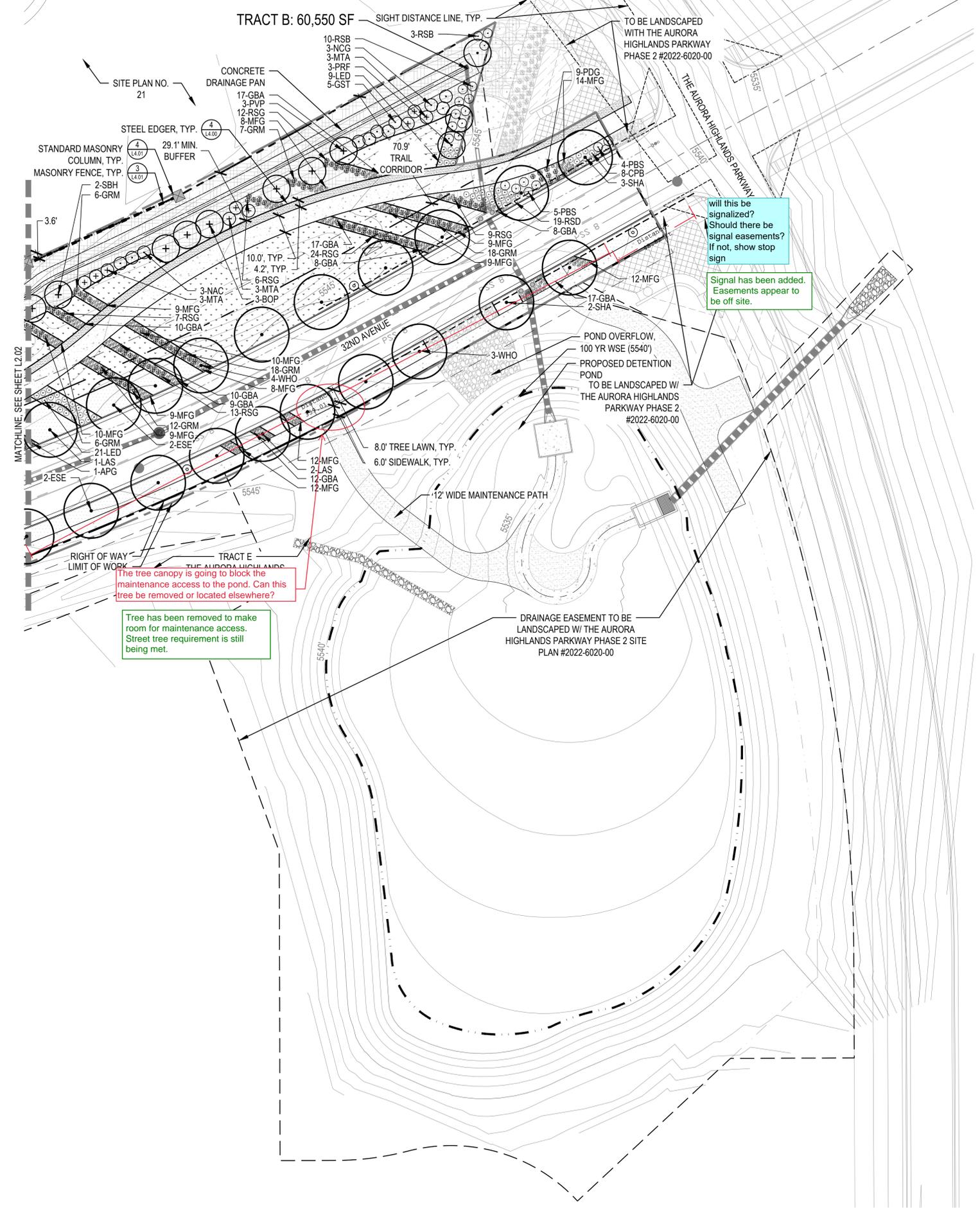
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L2.02 - LANDSCAPE PLAN
SHEET: 16 OF 22

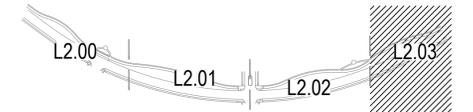


LEGEND

	LIMITS OF WORK (L.O.W.)
	MATCHLINE
	PROPERTY LINE
	RIGHT OF WAY (ROW)
	STEEL EDGER (4/L4.00)
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	ORNAMENTAL TREES (1/L4.00)
	EVERGREEN TREES (1/L4.00)
	DECIDUOUS SHRUBS (2/L4.00)
	EVERGREEN SHRUBS (2/L4.00)
	ORNAMENTAL GRASSES (3/L4.00)
	PERENNIALS (3/L4.00)
	FIRE HYDRANT (RE: CIVIL)
	STREET LIGHT (RE: CIVIL, 2/L4.01)
	BENCH (7/L4.00)
	BIKE RACK (5/L4.00)
	TRASH CAN (6/L4.00)
	STANDARD MASONRY COLUMN (4/L4.01)

- NOTES:**
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 - FINAL STREET TREE PLACEMENT SUBJECT TO STOP SIGNS AND STREET LIGHTS.

KEY MAP SCALE: 1" = 400'



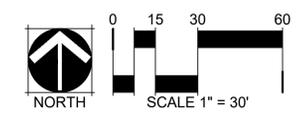
32ND AVENUE AT THE AURORA HIGHLANDS SITE PLAN

DATE: DECEMBER 21, 2022

PREPARED BY:
NORRIS DESIGN
 Planning | Landscape Architecture | Branding

1101 Bannock Street
 Denver, Colorado 80204
 P 303.892.1166
 www.norris-design.com

L2.03 - LANDSCAPE PLAN
 SHEET: 17 OF 22



NOT FOR CONSTRUCTION



THE AURORA HIGHLANDS SUBDIVISION FILING NO. 19

A RESUBDIVISION OF A PORTION OF TRACT E, THE AURORA HIGHLANDS SUBDIVISION FILING NO. 1
SITUATED IN THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 1 OF 3

Keep working with Andy to secure required easements by separate documents.

Some of the off-site easements were revised again, so they will need to be updated.

DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT THE UNDERSIGNED WARRANT THEY ARE THE OWNERS OF A PARCEL OF LAND BEING A PORTION OF TRACT E, THE AURORA HIGHLANDS SUBDIVISION FILING NO. 1, RECORDED AT RECEPTION NO. 2019000089309 IN THE OFFICIAL RECORDS OF THE CLERK AND RECORDER, COUNTY OF ADAMS, STATE OF COLORADO, SITUATED IN THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

SEE SHEET 2 FOR THE LEGAL DESCRIPTION

HAVE LAID OUT, PLATTED, AND SUBDIVIDED THE SAME INTO TRACTS AS SHOWN ON THIS PLAT UNDER THE NAME AND STYLE OF THE AURORA HIGHLANDS SUBDIVISION FILING NO. 19, AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF AURORA, COLORADO, FOR THE PERPETUAL USE OF THE PUBLIC, THE STREETS, AND EASEMENTS AS SHOWN HEREON AND NOT PREVIOUSLY DEDICATED TO THE PUBLIC.

COVENANTS

THE UNDERSIGNED OWNER, FOR THEMSELVES, THEIR HEIRS, SUCCESSORS AND ASSIGNS, COVENANT AND AGREE WITH THE CITY OF AURORA;

NO STRUCTURE CONSTRUCTED ON ANY PORTION OF THE PLATTED LAND SHOWN HEREIN SHALL BE OCCUPIED OR USED UNLESS AND UNTIL ALL PUBLIC IMPROVEMENTS, AS DEFINED BY CHAPTER 146 OF THE CITY CODE OF AURORA, COLORADO, ARE IN PLACE AND ACCEPTED BY THE CITY OR CASH FUNDS OR OTHER SECURITY FOR THE SAME ARE ESCROWED WITH THE CITY OF AURORA AND A CERTIFICATE OF OCCUPANCY HAS BEEN ISSUED BY THE CITY;

ALL ELECTRICAL, COMMUNITY UTILITY LINES AND SERVICES, AND STREET LIGHTING CIRCUITS, EXCEPT AS PROVIDED IN SECTION 126-505 OF THE CITY CODE AS THE SAME MAY BE AMENDED FROM TIME TO TIME, SHALL BE INSTALLED UNDERGROUND;

ALL CROSSINGS OR ENCROACHMENTS, INCLUDING BUT NOT LIMITED, TO PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, OR PRIVATE UTILITIES INTO EASEMENTS OWNED BY THE CITY OF AURORA ARE ACKNOWLEDGED BY THE UNDERSIGNED AS BEING SUBJECT TO THE CITY OF AURORA'S USE AND OCCUPANCY OF SAID EASEMENTS AND RIGHTS-OF-WAY. THE UNDERSIGNED, THEIR SUCCESSORS AND ASSIGNS, HEREBY AGREE TO INDEMNIFY AND HOLD HARMLESS THE CITY OF AURORA FOR ANY LOSS, DAMAGE, OR REPAIR TO PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, OR PRIVATE UTILITIES THAT MAY RESULT FROM THE CITY OF AURORA'S USE AND OCCUPANCY OR EXERCISE OF ITS RIGHTS IN SAID EASEMENTS AND RIGHTS OF WAY. THE UNDERSIGNED, ITS SUCCESSORS AND ASSIGNS, FURTHER AGREES TO REMOVE, REPAIR, REPLACE, RELOCATE, MODIFY, OR OTHERWISE ADJUST SAID PRIVATE LANDSCAPE IRRIGATION SYSTEMS, UNDERDRAINS, PRIVATE DETENTION POND AND DRAINAGE FEATURES, OR PRIVATE UTILITIES UPON REQUEST FROM THE CITY OF AURORA AND AT NO EXPENSE TO THE CITY OF AURORA.

OWNER:

AURORA HIGHLANDS, LLC, A NEVADA LIMITED LIABILITY COMPANY

BY: CGF MANAGEMENT, INC., A NEVADA CORPORATION

BY: _____

NAME: _____

IT'S: _____

STATE OF _____)
COUNTY OF _____)SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____

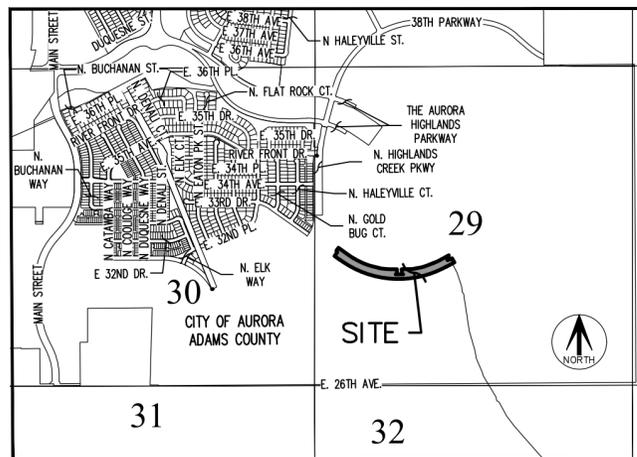
_____ 20____ AD. BY _____

AS _____ OF CGF MANAGEMENT, INC., A NEVADA CORPORATION, MANAGER OF AURORA HIGHLANDS, LLC, A NEVADA LIMITED LIABILITY COMPANY

WITNESS MY HAND AND OFFICIAL SEAL

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____



VICINITY MAP
SCALE 1" = 1000'

GENERAL NOTES:

- RIGHT-OF-WAY FOR INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES IS GRANTED OVER, ACROSS, ON, AND THROUGH ANY AND ALL PRIVATE ROADS, WAYS, AND FIRE LANES NOW OR HEREAFTER ESTABLISHED ON THE DESCRIBED PROPERTY. THE SAME ARE HEREBY DESIGNATED AS FIRE LANES AND EMERGENCY AND SERVICE VEHICLE ROADS, AND SHALL BE POSTED "NO PARKING - FIRE LANE".
- BASIS OF BEARINGS: BEARINGS ARE BASED ON THE ASSUMED BEARING OF SOUTH 00°08'27" EAST, A DISTANCE OF 2,666.98 FEET ALONG THE WEST LINE OF SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 65 WEST SIXTH PRINCIPAL MERIDIAN, BEING MONUMENTED BY A FOUND 3-1/4" ALUMINUM CAP, STAMPED: LAMP RYNEARSON, T3S, R65W, 1/4, 30\29, PLS NO. 38318 (2018) IN RANGE BOX AT THE WEST QUARTER CORNER AND A FOUND 3" BRASS CAP, STAMPED: CITY OF AURORA, T3S, R65W, PLS NO. 16848 (1984) IN RANGE BOX AT THE SOUTHWEST CORNER AND MONUMENTED AS SHOWN HEREON, WITH ALL BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO.
- DISTANCES ON THIS PLAT ARE GROUND DISTANCES EXPRESSED IN U.S. SURVEY FEET AND DECIMALS THEREOF. A U.S. SURVEY FOOT IS DEFINED AS EXACTLY 1200/3937 METERS.
- FIRST AMERICAN TITLE INSURANCE COMPANY FILE NO. NCS-1108196-CO DATED MAY 6, 2022 AT 5:00 P.M. WAS RELIED UPON FOR RECORD INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENT(S) AND ENCUMBRANCE(S). THIS SURVEY DOES NOT REPRESENT A TITLE SEARCH BY AZTEC CONSULTANTS, INC. TO DETERMINE OWNERSHIP, RIGHT(S)-OF-WAY, EASEMENT(S), OR OTHER MATTERS OF PUBLIC RECORD.
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT(S) OR LAND BOUNDARY MONUMENT(S), OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO 18-4-508 CRS.
- AN AVIGATION EASEMENT RECORDED DECEMBER 12, 2018 AT RECEPTION NO. 2018000099141 COVERS THE ENTIRE SUBJECT PROPERTY.
- THE OWNERS OR OCCUPANTS OF THE LANDS HEREIN DESCRIBED SHALL HAVE NO RIGHT OR CAUSE OF ACTION, EITHER IN LAW OR IN EQUITY, FOR DAMAGES OR INJURY TO ANY PERSON OR PROPERTY ARISING OUT OF OR RESULTING DIRECTLY OR INDIRECTLY, FROM THE OVERFLIGHT OF AIRCRAFT, OR FOR DAMAGES OR INJURY TO ANY PERSON OR PROPERTY RESULTING FROM ANY NOISE, NUISANCE, VIBRATIONS OF ANY KIND OR DESCRIPTION RESULTING, DIRECTLY OR INDIRECTLY, FROM AIRCRAFT OVERFLIGHTS PROVIDED, THAT NOTHING CONTAINED IN THE FOREGOING EASEMENT SHALL DIVEST THE OWNERS OR OCCUPANTS, THEIR HEIRS, SUCCESSORS ADMINISTRATORS OR ASSIGNS, OF ANY RIGHT OR CAUSE OF ACTION FOR DAMAGES TO ANY PERSON OR PROPERTY RESULTING FROM THE NEGLIGENT OPERATION OF AIRCRAFT OVERFLIGHTS OVER THE DESCRIBED PREMISES AT ANY ALTITUDE ABOVE GROUND LEVEL.
- TRACTS A AND B ARE TO BE PRIVATELY OWNED AND MAINTAINED.
- A TELECOMMUNICATIONS EASEMENT RECORDED OCTOBER 17, 2019 AT RECEPTION NO. 2019000089102 COVERS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE, THEREFORE IS NOT A PLOTTABLE ITEM.
- A TEMPORARY CONSTRUCTION EASEMENT AGREEMENT RECORDED JULY 10, 2019 AT RECEPTION NO. 2019000053755 COVERS THE SUBJECT PROPERTY AND IS BLANKET IN NATURE, THEREFORE IS NOT A PLOTTABLE ITEM.

SHEET INDEX

SHEET 1 COVER SHEET
SHEET 2 LEGAL DESCRIPTION SHEET

Repeat comment. This date will be added when we get ready to record. If you read the Certificate it states all boundary monuments and control corners shown hereon were in place on. We do not set the boundary corners of the Plat till we sign it as things change. Please stop making this comment.

Provide date last observed in the field.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY I WAS IN RESPONSIBLE CHARGE OF THE SURVEY WORK USED IN THE PREPARATION OF THIS PLAT; THE POSITIONS OF THE PLATTED POINTS SHOWN HEREON HAVE AN ACCURACY OF NOT LESS THAN ONE (1) FOOT IN TEN THOUSAND (10,000) FEET PRIOR TO ADJUSTMENTS; AND ALL BOUNDARY MONUMENTS AND CONTROL CORNERS SHOWN HEREON WERE IN PLACE AS DESCRIBED ON _____, 20____.

I FURTHER CERTIFY THAT THE INFORMATION CONTAINED HEREIN IS ACCURATE AND IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE TO MY KNOWLEDGE, INFORMATION AND BELIEF. THIS CERTIFICATION IS NOT A GUARANTY OR WARRANTY, EITHER EXPRESSED OR IMPLIED.

BRADY J. MOORHEAD, LICENSED PROFESSIONAL LAND SURVEYOR
COLORADO P.L.S. NO. 38668
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

CITY OF AURORA APPROVALS

THE FOREGOING INSTRUMENT IS APPROVED FOR FILING AND CONVEYANCE OF STREETS AND EASEMENTS AS SHOWN HEREON AND IS ACCEPTED BY THE CITY OF AURORA, COLORADO, THIS _____ DAY OF _____, 20____ A.D., SUBJECT TO THE CONDITION THAT THE CITY SHALL UNDERTAKE THE MAINTENANCE OF ANY SUCH STREETS ONLY AFTER CONSTRUCTION HAS BEEN COMPLETED BY THE SUBDIVIDER TO CITY OF AURORA SPECIFICATIONS.

CITY ENGINEER DATE

DIRECTOR OF PLANNING DATE

AZTEC
CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com
AzTec Proj. No.: 132421-04
Drawn By: RDR

DATE OF PREPARATION: 01-11-2022
SCALE: N/A
SHEET 1 OF 3

THE AURORA HIGHLANDS SUBDIVISION FILING NO. 19

A RESUBDIVISION OF A PORTION OF TRACT E, THE AURORA HIGHLANDS SUBDIVISION FILING NO. 1
SITUATED IN THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO
SHEET 2 OF 3

DEDICATION – CONTINUED

A PARCEL OF LAND BEING A PORTION OF TRACT E, THE AURORA HIGHLANDS SUBDIVISION FILING NO. 1, RECORDED AT RECEPTION NO. 201900089309 IN THE OFFICIAL RECORDS OF THE CLERK AND RECORDER, COUNTY OF ADAMS, STATE OF COLORADO, SITUATED IN THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF AURORA, SAID COUNTY AND STATE, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 29, WHENCE THE WEST LINE OF SAID SOUTHWEST QUARTER BEARS SOUTH 00°08'27" EAST, ALL BEARINGS ARE HEREON REFERENCED TO THIS LINE;

THENCE SOUTH 44°22'03" EAST, A DISTANCE OF 498.28 FEET TO THE **POINT OF BEGINNING**;

THENCE SOUTH 55°54'14" EAST, A DISTANCE OF 65.33 FEET;
 THENCE SOUTH 55°11'36" EAST, A DISTANCE OF 49.31 FEET;
 THENCE SOUTH 54°38'54" EAST, A DISTANCE OF 120.00 FEET;
 THENCE SOUTH 56°09'26" EAST, A DISTANCE OF 65.58 FEET;
 THENCE NORTH 32°16'44" EAST, A DISTANCE OF 4.00 FEET;
 THENCE SOUTH 59°17'17" EAST, A DISTANCE OF 65.47 FEET;
 THENCE SOUTH 62°25'20" EAST, A DISTANCE OF 65.47 FEET;
 THENCE SOUTH 65°17'43" EAST, A DISTANCE OF 54.56 FEET;
 THENCE SOUTH 67°54'25" EAST, A DISTANCE OF 54.56 FEET;
 THENCE SOUTH 70°46'48" EAST, A DISTANCE OF 65.47 FEET;
 THENCE SOUTH 73°13'21" EAST, A DISTANCE OF 36.58 FEET;
 THENCE SOUTH 75°24'15" EAST, A DISTANCE OF 54.56 FEET;
 THENCE SOUTH 78°00'57" EAST, A DISTANCE OF 54.56 FEET;
 THENCE SOUTH 10°40'42" WEST, A DISTANCE OF 4.00 FEET;
 THENCE SOUTH 80°53'19" EAST, A DISTANCE OF 65.69 FEET;
 THENCE SOUTH 84°01'22" EAST, A DISTANCE OF 65.69 FEET;
 THENCE SOUTH 87°09'25" EAST, A DISTANCE OF 65.69 FEET;
 THENCE SOUTH 89°53'44" EAST, A DISTANCE OF 53.32 FEET;
 THENCE NORTH 89°26'51" EAST, A DISTANCE OF 58.93 FEET;
 THENCE SOUTH 03°15'41" WEST, A DISTANCE OF 21.55 FEET;

THENCE SOUTH 00°33'09" EAST, A DISTANCE OF 46.33 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 20.00 FEET;

THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 92°14'14", AN ARC LENGTH OF 32.20 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 1,557.00 FEET;

THENCE EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04°28'28", AN ARC LENGTH OF 121.59 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 20.00 FEET;

THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 92°14'14", AN ARC LENGTH OF 32.20 FEET;

THENCE TANGENT TO SAID CURVE, NORTH 00°33'09" WEST, A DISTANCE OF 46.33 FEET;

THENCE NORTH 04°22'00" WEST, A DISTANCE OF 21.55 FEET;
 THENCE NORTH 89°26'51" EAST, A DISTANCE OF 175.85 FEET;
 THENCE NORTH 81°55'40" EAST, A DISTANCE OF 67.47 FEET;
 THENCE NORTH 08°21'58" WEST, A DISTANCE OF 3.41 FEET;
 THENCE NORTH 79°36'14" EAST, A DISTANCE OF 67.13 FEET;
 THENCE NORTH 75°32'40" EAST, A DISTANCE OF 67.13 FEET;
 THENCE NORTH 71°29'05" EAST, A DISTANCE OF 55.93 FEET;
 THENCE NORTH 68°46'44" EAST, A DISTANCE OF 55.93 FEET;
 THENCE NORTH 65°53'00" EAST, A DISTANCE OF 51.52 FEET;
 THENCE SOUTH 24°07'00" EAST, A DISTANCE OF 3.51 FEET;
 THENCE NORTH 65°53'00" EAST, A DISTANCE OF 91.50 FEET;
 THENCE NORTH 61°24'24" EAST, A DISTANCE OF 198.93 FEET;
 THENCE SOUTH 15°39'35" WEST, A DISTANCE OF 81.50 FEET;

THENCE NORTH 79°11'04" EAST, A DISTANCE OF 7.88 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 191.00 FEET, THE RADIUS POINT OF SAID CURVE BEARS NORTH 10°22'20" WEST;

THENCE EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 14°32'57", AN ARC LENGTH OF 48.50 FEET;

THENCE NON-TANGENT TO SAID CURVE, NORTH 60°56'07" EAST, A DISTANCE OF 26.69;

THENCE SOUTH 29°03'55" EAST, A DISTANCE OF 78.00 FEET;

THENCE SOUTH 60°56'07" WEST, A DISTANCE OF 156.14 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 1,635.00 FEET;

THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 65°28'41", AN ARC LENGTH OF 1,868.49 FEET;

THENCE NORTH 53°35'11" WEST, A DISTANCE OF 115.37 FEET TO THE EASTERLY BOUNDARY OF THE AURORA HIGHLANDS SUBDIVISION FILING NO. 9 RECORDED AT RECEPTION NO. _____ IN SAID RECORDS; _____ Provide reception number.

THENCE ALONG SAID EASTERLY BOUNDARY THE FOLLOWING FIVE (5) COURSES:

1. NORTH 36°24'49" EAST, A DISTANCE OF 78.00 FEET;
2. NORTH 53°35'11" WEST, A DISTANCE OF 6.83 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 20.00 FEET;
3. NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH OF 31.42 FEET;
4. TANGENT TO SAID CURVE, NORTH 36°24'49" EAST, A DISTANCE OF 19.36 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 732.00 FEET;
5. NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02°19'03", AN ARC LENGTH OF 29.61 FEET TO THE **POINT OF BEGINNING**.

CONTAINING AN AREA OF 6.983 ACRES, (304,200 SQUARE FEET), MORE OR LESS

No recording information available at this time.

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC

AZTEC CONSULTANTS, INC. <small>AzTec Proj. No.: 132421-04</small>	300 East Mineral Ave., Suite 1 Littleton, Colorado 80122 Phone: (303) 713-1898 Fax: (303) 713-1897 www.aztecconsultants.com	DATE OF PREPARATION: 01-11-2022
	SCALE: N/A	SHEET 2 OF 3
Drawn By: RDR		

THE AURORA HIGHLANDS SUBDIVISION FILING NO. 19

A RESUBDIVISION OF A PORTION OF TRACT E, THE AURORA HIGHLANDS SUBDIVISION FILING NO. 1
SITUATED IN THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 3 SOUTH, RANGE 65 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF AURORA, COUNTY OF ADAMS, STATE OF COLORADO

SHEET 3 OF 3

POINT OF COMMENCEMENT

W 1/4 CORNER SECTION 29
T.3S., R.65W., 6TH P.M.

FOUND 3 1/4" ALUMINUM CAP STAMPED AS SHOWN IN A RANGE BOX PER MONUMENT RECORD BY PLS 38318 ACCEPTED ON OCTOBER 31, 2018

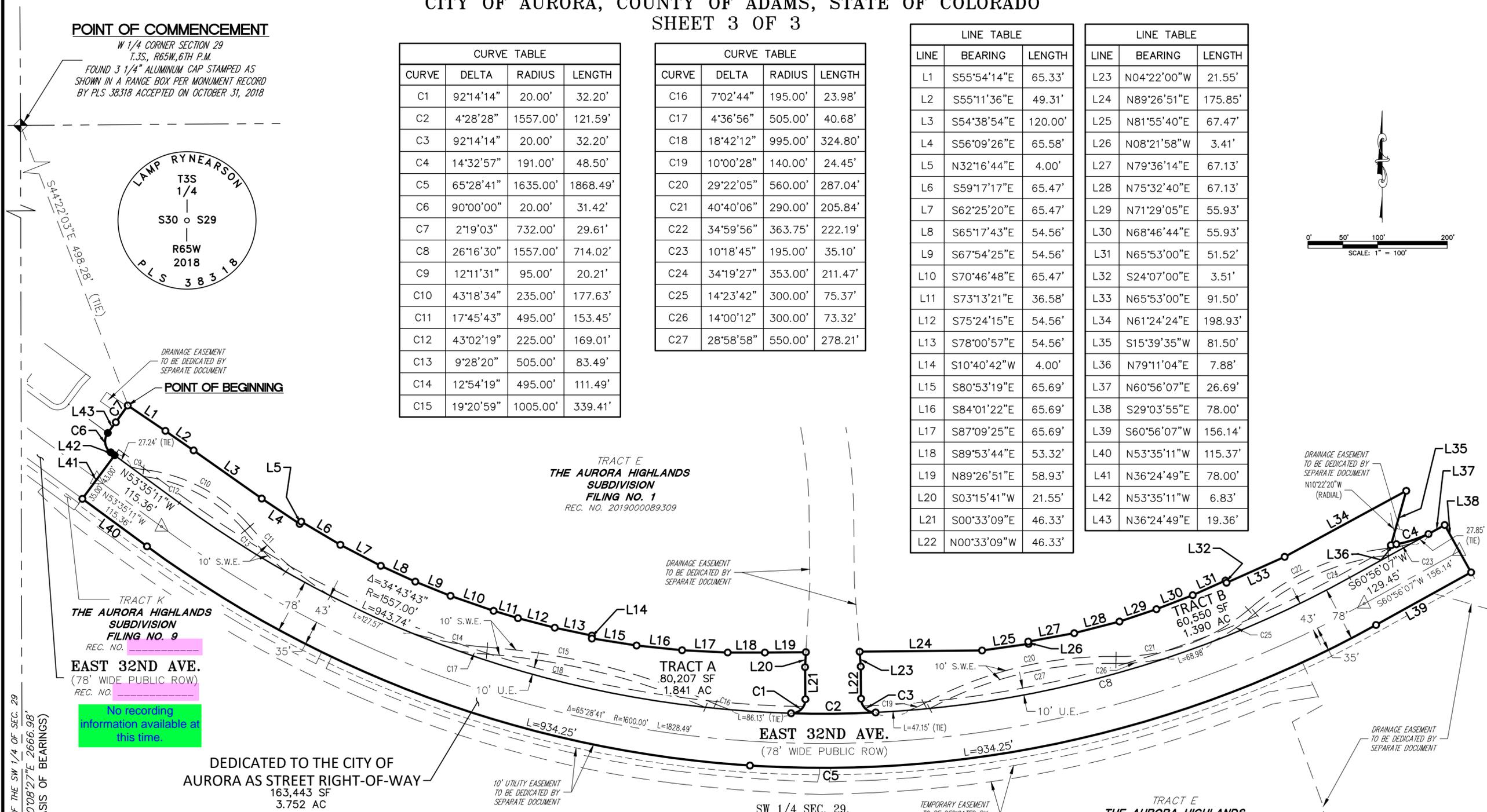
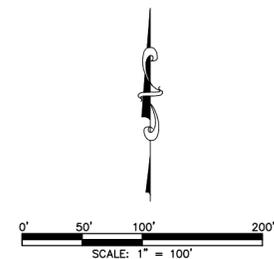


CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	92°14'14"	20.00'	32.20'
C2	4°28'28"	1557.00'	121.59'
C3	92°14'14"	20.00'	32.20'
C4	14°32'57"	191.00'	48.50'
C5	65°28'41"	1635.00'	1868.49'
C6	90°00'00"	20.00'	31.42'
C7	2°19'03"	732.00'	29.61'
C8	26°16'30"	1557.00'	714.02'
C9	12°11'31"	95.00'	20.21'
C10	43°18'34"	235.00'	177.63'
C11	17°45'43"	495.00'	153.45'
C12	43°02'19"	225.00'	169.01'
C13	9°28'20"	505.00'	83.49'
C14	12°54'19"	495.00'	111.49'
C15	19°20'59"	1005.00'	339.41'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C16	7°02'44"	195.00'	23.98'
C17	4°36'56"	505.00'	40.68'
C18	18°42'12"	995.00'	324.80'
C19	10°00'28"	140.00'	24.45'
C20	29°22'05"	560.00'	287.04'
C21	40°40'06"	290.00'	205.84'
C22	34°59'56"	363.75'	222.19'
C23	10°18'45"	195.00'	35.10'
C24	34°19'27"	353.00'	211.47'
C25	14°23'42"	300.00'	75.37'
C26	14°00'12"	300.00'	73.32'
C27	28°58'58"	550.00'	278.21'

LINE TABLE		
LINE	BEARING	LENGTH
L1	S55°54'14"E	65.33'
L2	S55°11'36"E	49.31'
L3	S54°38'54"E	120.00'
L4	S56°09'26"E	65.58'
L5	N32°16'44"E	4.00'
L6	S59°17'17"E	65.47'
L7	S62°25'20"E	65.47'
L8	S65°17'43"E	54.56'
L9	S67°54'25"E	54.56'
L10	S70°46'48"E	65.47'
L11	S73°13'21"E	36.58'
L12	S75°24'15"E	54.56'
L13	S78°00'57"E	54.56'
L14	S10°40'42"W	4.00'
L15	S80°53'19"E	65.69'
L16	S84°01'22"E	65.69'
L17	S87°09'25"E	65.69'
L18	S89°53'44"E	53.32'
L19	N89°26'51"E	58.93'
L20	S03°15'41"W	21.55'
L21	S00°33'09"E	46.33'
L22	N00°33'09"W	46.33'

LINE TABLE		
LINE	BEARING	LENGTH
L23	N04°22'00"W	21.55'
L24	N89°26'51"E	175.85'
L25	N81°55'40"E	67.47'
L26	N08°21'58"W	3.41'
L27	N79°36'14"E	67.13'
L28	N75°32'40"E	67.13'
L29	N71°29'05"E	55.93'
L30	N68°46'44"E	55.93'
L31	N65°53'00"E	51.52'
L32	S24°07'00"E	3.51'
L33	N65°53'00"E	91.50'
L34	N61°24'24"E	198.93'
L35	S15°39'35"W	81.50'
L36	N79°11'04"E	7.88'
L37	N60°56'07"E	26.69'
L38	S29°03'55"E	78.00'
L39	S60°56'07"W	156.14'
L40	N53°35'11"W	115.37'
L41	N36°24'49"E	78.00'
L42	N53°35'11"W	6.83'
L43	N36°24'49"E	19.36'



TRACT K
THE AURORA HIGHLANDS
SUBDIVISION
FILING NO. 9
REC. NO. _____

EAST 32ND AVE.
(78' WIDE PUBLIC ROW)
REC. NO. _____

No recording
information available at
this time.

DEDICATED TO THE CITY OF
AURORA AS STREET RIGHT-OF-WAY
163,443 SF
3.752 AC

TRACT E
THE AURORA HIGHLANDS
SUBDIVISION
FILING NO. 1
REC. NO. 2019000089309

DRAINAGE EASEMENT
TO BE DEDICATED BY
SEPARATE DOCUMENT

SW 1/4 SEC. 29,
T.3S., R.65W.,
SIXTH P.M.

TEMPORARY EASEMENT
TO BE DEDICATED BY
SEPARATE DOCUMENT

TRACT E
THE AURORA HIGHLANDS
SUBDIVISION
FILING NO. 1
REC. NO. 2019000089309

DRAINAGE EASEMENT
TO BE DEDICATED BY
SEPARATE DOCUMENT

MONUMENT SYMBOL LEGEND

- ◆ ALIQUOT MONUMENT AS NOTED
- SET 18" LONG NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38668"
- FOUND NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP STAMPED "AZTEC LS 38668"
- U.E. UTILITY EASEMENT
- S.W.E. SIDEWALK EASEMENT
- MONUMENT BOXES WITH A REASONABLY PERMANENT MONUMENT BEARING THE LICENSE NUMBER OF THE RESPONSIBLE SURVEYOR, TO BE SET AFTER CONSTRUCTION IS COMPLETE PER SEC. 147-47 AURORA CITY CODE AND PER SEC. 38-51-105-(9) (a) & (b) COLORADO REVISED STATUTES 2020.

LINETYPE LEGEND

- PLAT BOUNDARY
- - - ROW
- - - CENTERLINE
- - - ADJOINING BOUNDARY
- - - SECTION LINE

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC

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Drawn By: RDR

DATE OF PREPARATION:	01-11-2022
SCALE:	1"=100'
SHEET 3 OF 3	



ALDRIDGE TRANSPORTATION CONSULTANTS, LLC

Advanced Transportation Planning and Traffic Engineering

John M.W. Aldridge, P.E.
Colorado Licensed Professional Engineer

1082 Chimney Rock Road
Highlands Ranch, CO 80126
303-703-9112

December 7, 2022

Mr. Eric Pearson
Cage Civil Engineering
999 18th St. S2110
Denver, CO 80202

RE: Transportation Impact Study - Revised
The Aurora Highlands – Planning Area 70 (Century)

Dear Mr. Pearson:

Aldridge Transportation Consultants (ATC) is pleased to present this traffic impact study for the proposed residential development of Planning Area 70 of The Aurora Highlands.

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 1,200 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 typical 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 impact on traffic caused by the development of Planning Area 70 in The Aurora Highlands. This area is defined by Highlands Creek Pkwy. on the west, 32nd Ave. on the south and the Highlands Creek Park on the northeast side. Figure 1 shows the full development of The Aurora Highlands with village and street names. Please note that the graphic is for illustrative purposes only and subject to change as planning and design is further developed.

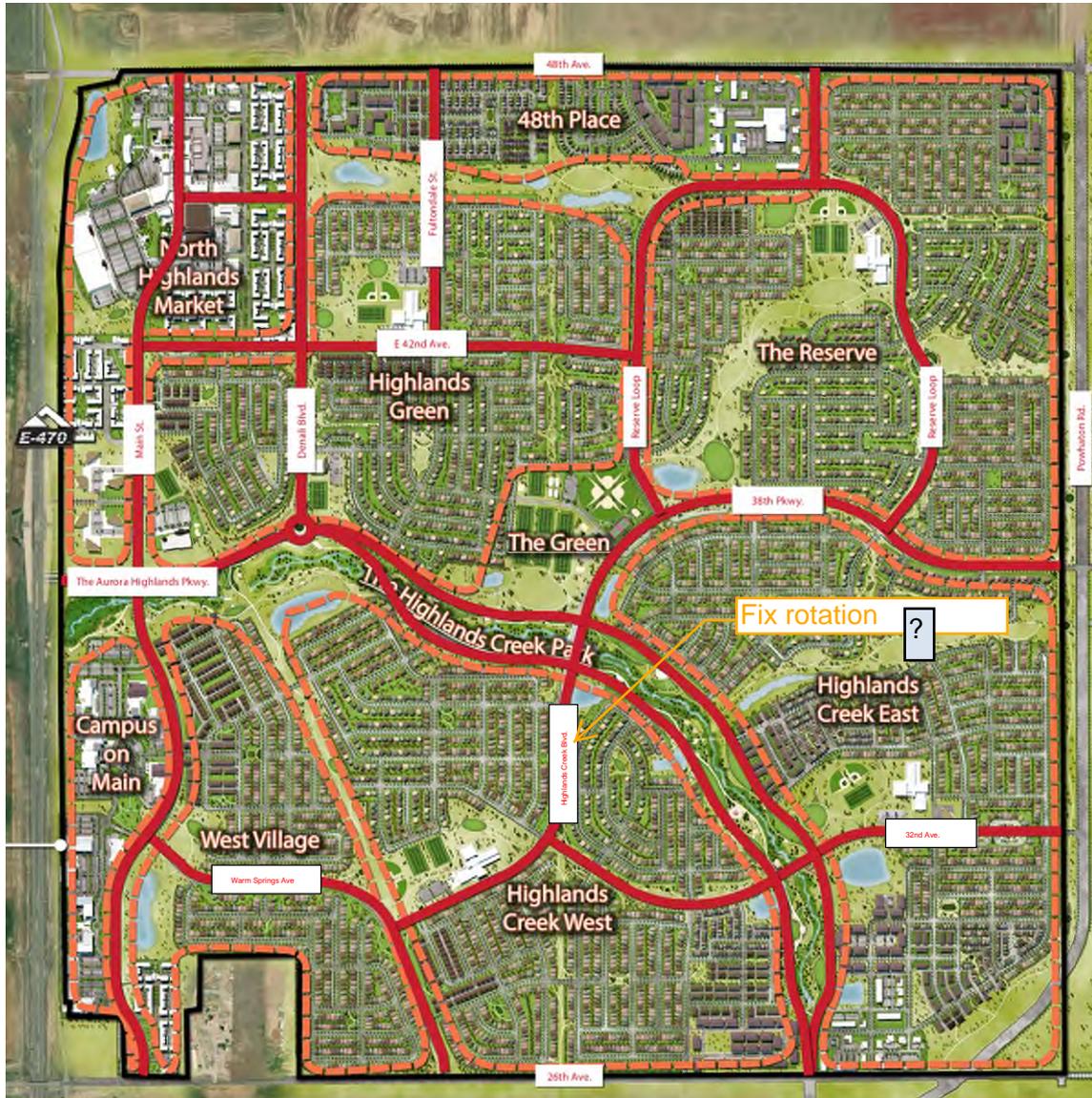


Figure 1 Village and Street Naming Plan

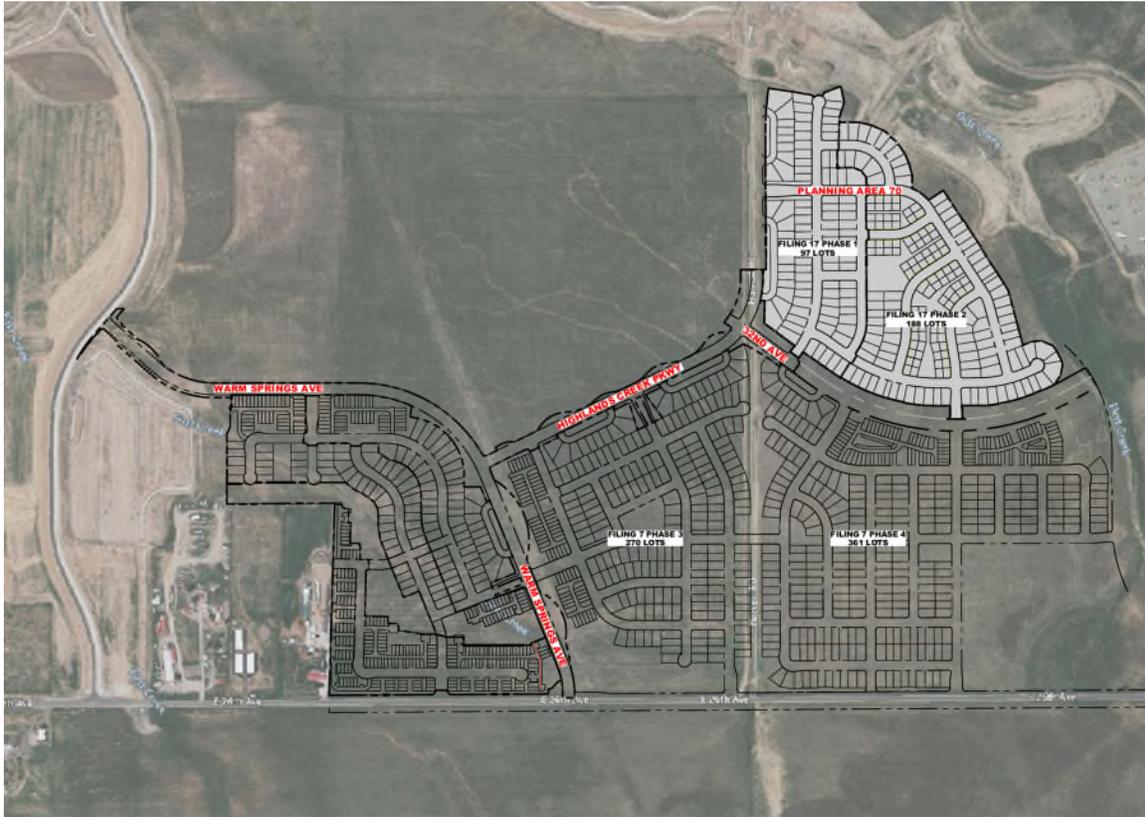


Figure 2 Subject Area and Streets

The section that is the subject of this development application is shown in Figure 2. The proposed development plan features 280 units on approximately 68.3 acres. The density is about 4.4 du/ac. Of the 280 units, 184 are single-family detached and 96 are single-family attached. Note that Figure 2 shows the Phases 1-3 development which was studied by this firm in May 2020.

The **Aurora Highlands Traffic Impact Study** prepared by FHU in July 2018 supplies an overall examination of the approximate 3,100-acre development plan shown in Figure 1. The FHU study focused on the long-term (2040) transportation needs not only for the full-build out but also for the areas that surround Aurora Highlands. The long-term analysis was based on the DRCOG planning using the Compass model and 2040 NEATS travel demand modeling. The **Northeast Area Transportation Study** (NEATS) transportation plan refresh was completed in October 2018 and is inclusive of the Aurora Highlands master development plan again as depicted in Figure 1. While adjustments to the land use and street layout are inevitable, these documents nonetheless supply a sound foundation and basis for this study and its improvement recommendations. Another important document is the Technical Memo prepared by HRGreen in September 2018 that determined the peak hour volumes and provided a peak hour capacity analysis for several planned intersections in The Aurora Highlands development. The memo assumed full development of The Aurora Highlands and based the AM and PM peak hour volumes on standard percentages of the daily volumes determined by FHU. The intersections of relevance to Planning Area 70 are:



1. Main St. at 26th Ave.
2. 38th Ave./The Aurora Highlands Parkway/at Denali Blvd. (Roundabout)
3. 38th Ave./The Aurora Highlands Parkway/at Main St.
4. The Aurora Highlands Parkway – Eastbound Direction at Highlands Creek Blvd.
5. The Aurora Highlands Parkway – Westbound Direction at Highlands Creek Blvd.

Except for the roundabout, all relevant intersections are signalized and per the HRGreen analysis will operate at the benchmark LOS D or better at full-build out of the development with their recommended geometric configuration.

Per the FHU study, more refined traffic impact study could be prepared for each individual development application, such as this, to refine the specifics needed as development occurs. The FHU study sets the stage with respect to the roadway needs, layout, and classifications.

EXISTING CONDITIONS

Since the study for the Phase 1-3 development there have been significant changes to the infrastructure. Main St. is now functional as a four-lane street and sections of The Aurora Highlands Parkway are in place including the roundabout at Denali Blvd. The intersections with The Aurora Highlands Parkway and Highlands Creek Pkwy. should be finished by the time Planning Area 70 begins construction. Although there is no construction yet on the infrastructure for Phases 1-3, we assume it will begin in the short-term including the extension of The Aurora Highlands Parkway to 26th Ave. and in the long terms its proposed connection to the Harvest Road interchange with I-70.

26th Ave. is a 2-Lane Minor Arterial that extends from Picadilly Road to Watkins Road. It is undivided and in the subject area includes a 6-foot gravel shoulder. There is no sidewalk on either side. It carries approximately 1,000 ADT per NEATS, and the posted speed limit is 45 mph.

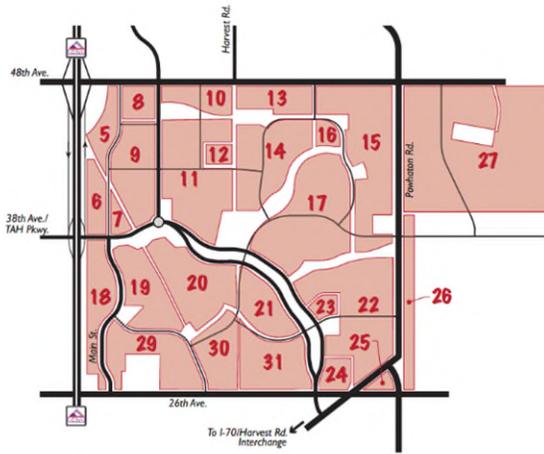
ACCESS LOCATIONS

There will be three primary access locations to Planning Area 70 from the interior collector streets. One on Highlands Creek Blvd. and two on 32nd Ave. All are full movement.

LAND USE and TRIP GENERATION

The site will be developed with 184 single-family detached and 96 single-family attached units. The trip generation rates are from the *ITE Trip Generation Manual, 11th Edition*. The following worksheet supplies the ADT and AM/PM Peak Hour traffic volumes. The planning areas are subtotaled by the incremental traffic analysis zones (TAZ) as provided in the FHU master traffic study. Figure 3 following the worksheet depicts the applicable zones and zone number.

Trip Generation Worksheet											
ITE CODE	PLANNING AREA	LAND USE	UNIT	QUANTITY	ADT	AM			PM		
						IN	OUT	TOTAL	IN	OUT	TOTAL
215	70	Single-Family Attached	DU	96	7.20	0.15	0.33		0.33	0.25	
					691	14	32	46	32	24	56
210	70	Single-Family Detached	DU	184	9.43	0.19	0.52		0.59	0.35	
					1735	35	96	130	109	64	173
Total Trips					2426	49	127	177	140	88	229



In this case, the TAZ is 21. In comparing the zone data, the FHU traffic study programmed 369 single-family homes that produces 3,480 daily trips. This application for Planning Area 70 is less at 280 units and produces 2,426 daily trips – a reduction of 1,000 trips daily.

Figure 3 Traffic Analysis Zones

TRAFFIC DISTRIBUTION & ASSIGNMENT

The traffic distribution will be oriented to/from the west on 26th Ave. via Main St. at about 25 percent of the traffic and 30 percent to 38th Ave. via The Aurora Highlands Parkway. The other 35 percent will go east on 26th Ave. or south on The Aurora Parkway to the future Harvest Road/I-70 interchange. This analysis focuses only on the long-term 2040 FHU master plan. The short-term infrastructure is too much in flux to reliably analyze the impact. Figure 4 shows the AM and PM Trip Assignment to each of the subject intersections.

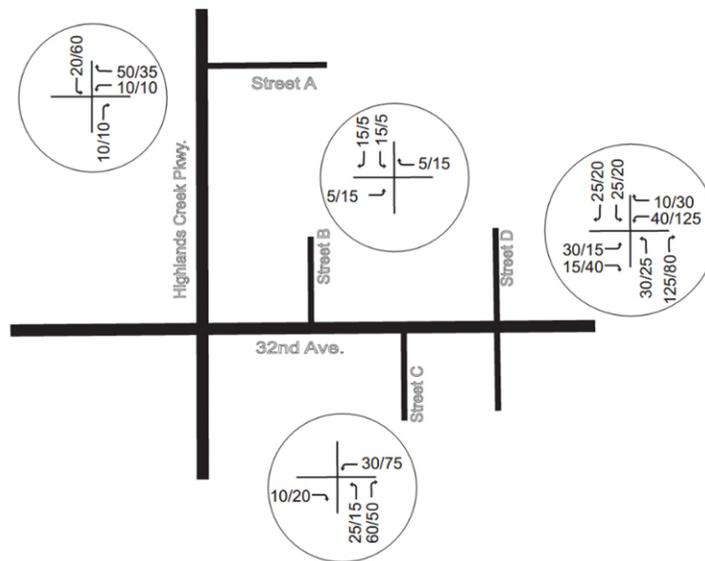


Figure 4 AM/PM Peak Hour Trip Assignment



Still have issues with this paragraph. If anything, the FHU study was more aggressive with timeline, as it presumes the full build out of the area to occur prior to 2040, whereas NEATS assumes build condition to be post-2040 (i.e. NEATS Figure 10 showing buildout ADT at ~22k). This paragraph is using this discrepancy to presume that less traffic will be anticipated for 26th than the FHU study projected. Revise this paragraph as such.

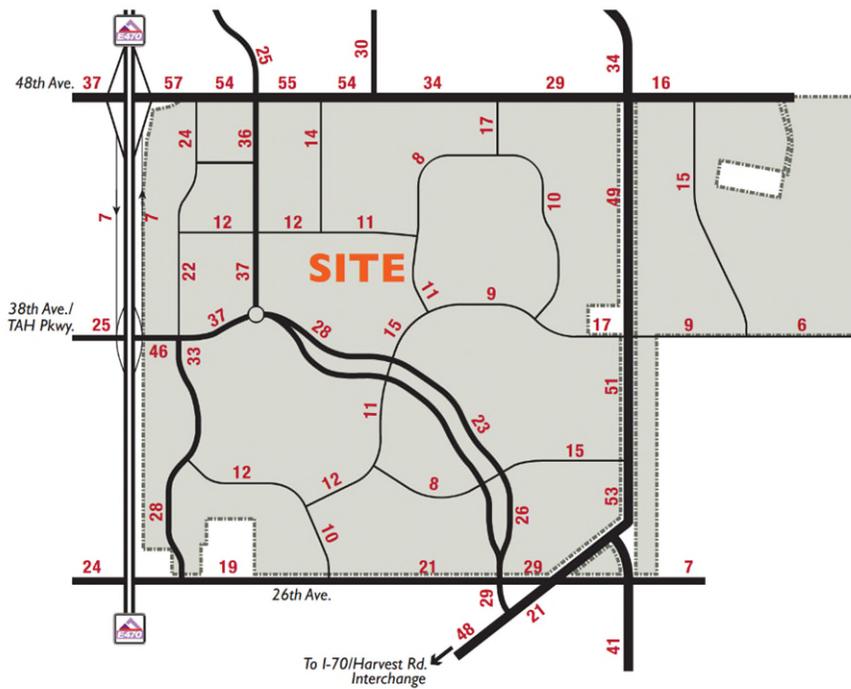
LC
f12

FUTURE TRAFFIC VOLUMES

The future (2040) traffic volumes for The Aurora Highlands have been modeled using the FHU study and NEATS travel modeling. The forecast volumes include the Aurora Highlands and land uses surrounding the Aurora Highlands are being modeled by city staff in the preparation of the NEATS travel model according to the FHU study and shows the 2040 Total Traffic. It should be noted that the FHU study projects 19-21,000 ADT on 26th Ave. NEATS projects about 117,000 trips. This paragraph explains that their travel modelling assumes build out of Aurora Highlands to its maximum potential although not a likely scenario. They did so to give the developer flexibility in the development of each planning area and to meet the City's requirement in preparing a traffic impact study. To wit, the zones in this phase are being developed with 280 units vs. the 369 units programmed by FHU. Overall, the FHU study forecast 203,000 trips generated by the full build out. NEATS on the other hand forecast 117,000 trips from the same traffic analysis zones.

The paragraph explains the discrepancy. We added a sentence saying that the Synchro models use and are consistent with the FHU study forecasting.

FHU
Aurora
with
6 is
study
FHU



LEGEND
 XXXX = Volumes in 1000's
 [Dashed Line] = Aurora Highlands

Figure 5 2040 Total Traffic per the FHU Study



In both documents, however, the 2040 street network assumes that both Main St. and 26th Ave. will be 4-Lane Arterials. Moreover, based on the daily volumes traffic signal control will be likely at Main St./26th Ave. as projected by HRGreen memo. The following graphics show the movement volumes, and the 2040 AM and PM peak hours for Planning 70. The through movement volumes are derived from the FHU master study. The ADT on Highlands Creek Pkwy. is 12-11,000 and on 32nd Ave. it is 8,000 ADT.

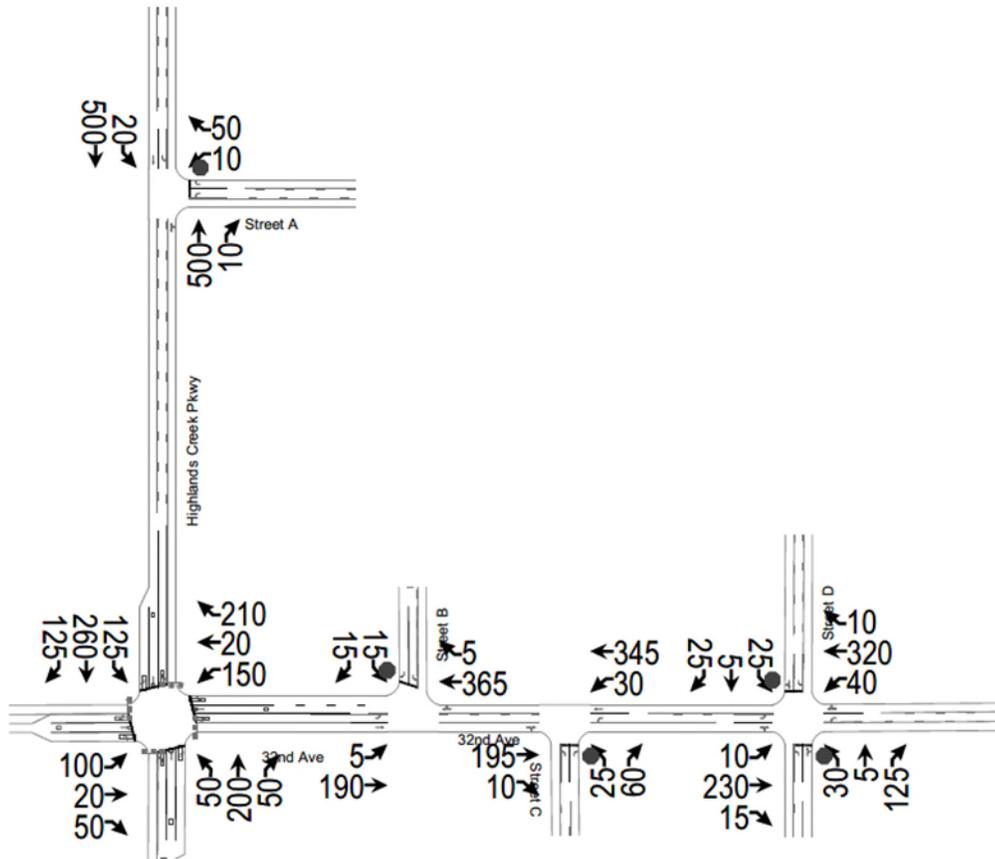


Figure 6 2040 AM Total

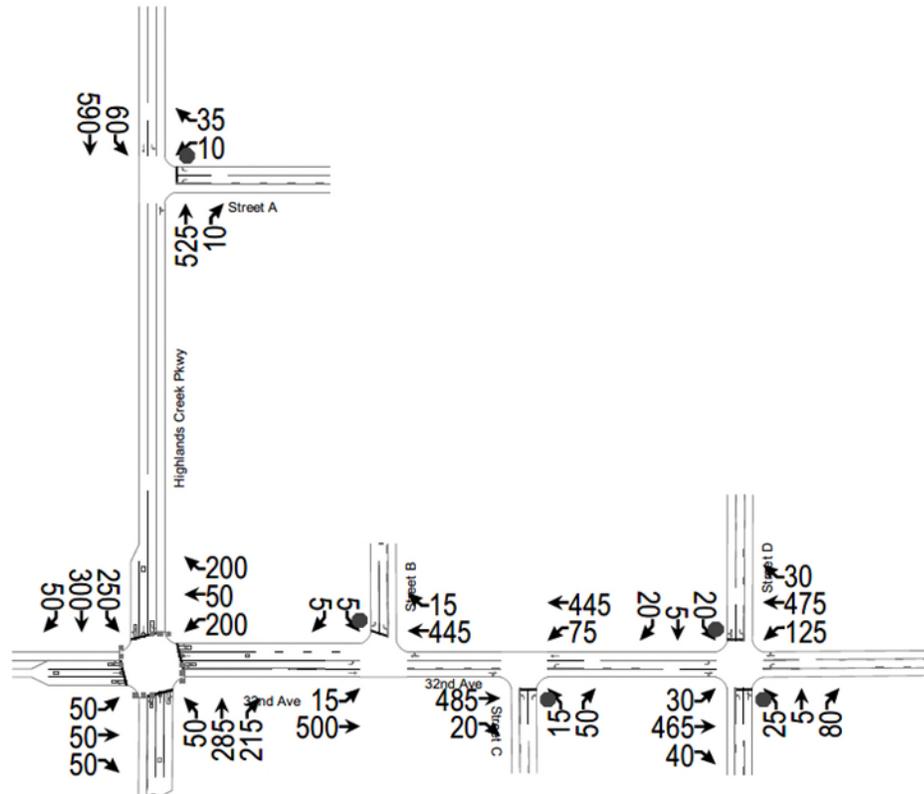


Figure 7 2040 PM Total

PEAK HOUR INTERSECTION LEVEL OF SERVICE

ATC uses Synchro v.10 for operations analyses. The Synchro method is based on the 6th Edition of the Highway Capacity Manual (HCM). The table summarizes the 2040 AM and PM peak hour LOS at the three intersections serving Planning Area 70. As there are no existing intersections in the subject area, no analysis of the exiting conditions or background conditions is possible. Synchro reports for each timeframe are provided in the appendix.

The HCM states that, “LOS is used to translate complex numerical performance rating into a simple A-F system representative of the travelers’ perception of the quality of service provided by a facility or service. Practitioners and decision makers alike must understand that the LOS letter result hides much of the complexity of facility performance¹.” LOS is a letter rating from A to F. LOS A shows free-flow traffic conditions and little to no delay at intersections. LOS F is heavy

¹ HCM version 6, Chapter 5, pages 5-3 – 5-6.



Modify:
 Street A = 34th Ave
 Street B = Irvington St
 Street C = Street B
 (temporary name, but acceptable for now)

Done.

traffic congestion with significant delay. LOS is supplied 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, shows 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 F, the HCM recommends that other evaluation methods should be considered such as the volume over capacity ratios, the 95th percentile queue length, and duration of LOS F to make the most effective traffic control decision². LOS F at unsignalized intersections is typically normal during the weekday peak hours as the duration of the LOS F condition is relatively short.

Unsignalized Intersection LOS & 95 th ile Summary			
LOS (Control Delay (secs) A=0-10, B=>10-15, C=>15-25, D=>25-35, E=>35-50, F=>50) / 95 th ile Q (veh)			
		2040	
Intersection	Movement	AM	PM
Highlands Creek / 34th Ave.	Critical Movement WBL	C/15.5	C/17.9
32nd Ave. / Irvington St.	Critical Movement SBL	B/11.9	B/14.7
32nd Ave. / Street B	Critical Movement NBL	B/12.5	C/16.5
32nd Ave. / Street D	Critical Movement SBL	C/21.7	F/68.1/1

The operations analysis demonstrates that the Street A intersection on Highlands Creek Pkwy. operate with two-way stop sign control at an acceptable LOS C/C. Likewise at the intersections of 32nd Ave./Street B and 32nd Ave. / Street C, they will operate acceptably at LOS B/B and LOS B/C, respectively. The intersection of 32nd Ave. and Street D reports LOS C in the AM peak hour and LOS F in the PM peak hour. In this case the 95th percentile queue is just one vehicle per hour and volume over capacity ratio is less than 0.2. In traffic engineering terms this is acceptable operations.

The intersection of Highlands Creek Blvd. and 32nd Ave. reports LOS F/F if left unsignalized. In this case the 95th percentile queue is 9 vehicles and the volume over capacity ratio is 1.01. These do not meet the LOS D benchmark. However, per the COA traffic impact guidelines LOS F can be allowed if there is an alternate route is available. Upon build-out there will be many options, but if the volumes as projected come to fruition, a traffic signal warrant is probable. With a signal the intersection would operate at LOS C/C.

Signalized Intersection LOS Summary		
LOS/Control Delay (secs) A=0-10, B=>10-20, C=>20-35, D=>35-55, E=>55-80, F=>80		
Intersection	2040 Total	
	AM	PM
Highlands Creek/32nd Ave.	C/22.4	C/21.8

Cross checking this against latest review for the Filing 9 study, that study has determined traffic signalization will be warranted (also analysis is provided for Signalized LOS below this paragraph). Please revise this text to indicate that 2040 intersection for Highlands Creek/32nd is projected to met signal warrants, per warrant analysis provided in appendices.

Paragraph revised.

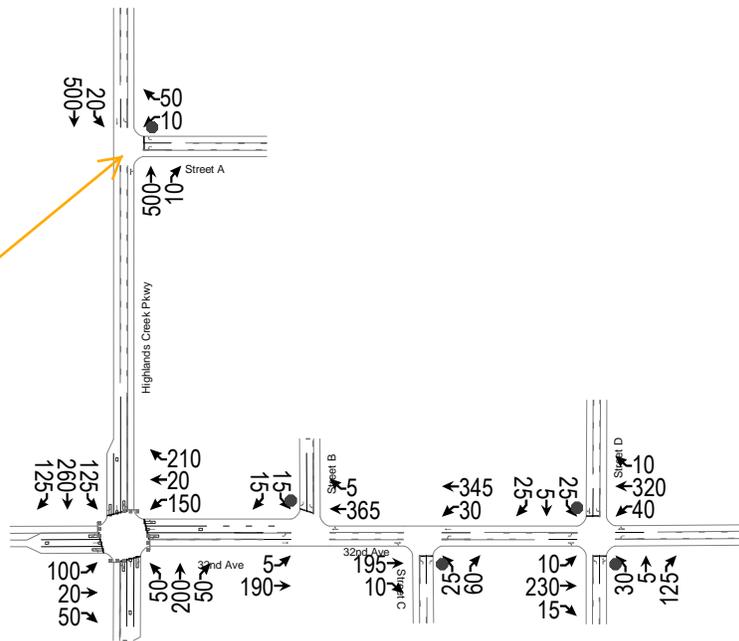


CONCLUSIONS & RECOMMENDATIONS

The analysis and recommendations contained herein demonstrate that the development of Planning Area 70 is consistent with the approved land use planning and roadway and intersection improvement recommendations in the FHU study and NEATS. This refined operations analysis show that the proposed roadways and intersections will function at an acceptable level of service.



APPENDIX



I believe there is a 4th leg to this intersection as well. Add four legs to all models, typical all appendices.

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	↷
Traffic Vol, veh/h	195	10	30	345	25	60
Future Vol, veh/h	195	10	30	345	25	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	50	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	212	11	33	375	27	65

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	223	0	659 218
Stage 1	-	-	-	-	218 -
Stage 2	-	-	-	-	441 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
	-	-	-	-	5.42 -
	-	-	-	-	5.42 -
	-	-	2.218	-	3.518 3.318
	-	-	1346	-	429 822
	-	-	-	-	818 -
	-	-	-	-	648 -
	-	-	-	-	-
	-	-	1346	-	418 822
	-	-	-	-	509 -
	-	-	-	-	818 -
Stage 2	-	-	-	-	632 -

Thru lane geometry needed, which implies either shared left/thru or shared right/thru movements for these intersections, or separate lanes for each movement.

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.6
HCM LOS			B
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT EBR WBL WBT
Capacity (veh/h)	509	822	- - 1346 -
HCM Lane V/C Ratio	0.053	0.079	- - 0.024 -
HCM Control Delay (s)	12.5	9.8	- - 7.7 -
HCM Lane LOS	B	A	- - A -
HCM 95th %tile Q(veh)	0.2	0.3	- - 0.1 -

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	10	50	500	10	20	500
Future Vol, veh/h	10	50	500	10	20	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	50	-
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	11	54	543	11	22	543

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1136	549	0	0	554
Stage 1	549	-	-	-	-
Stage 2	587	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	223	535	-	-	1016
Stage 1	579	-	-	-	-
Stage 2	556	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	218	535	-	-	1016
Mov Cap-2 Maneuver	355	-	-	-	-
Stage 1	579	-	-	-	-
Stage 2	544	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	355	535	1016
HCM Lane V/C Ratio	-	-	0.031	0.102	0.021
HCM Control Delay (s)	-	-	15.5	12.5	8.6
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.3	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↙	↗
Traffic Vol, veh/h	5	190	365	5	15	15
Future Vol, veh/h	5	190	365	5	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	100	-	-	-	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	5	207	397	5	16	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	402	0	-	0	617 400
Stage 1	-	-	-	-	400 -
Stage 2	-	-	-	-	217 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1157	-	-	-	453 650
Stage 1	-	-	-	-	677 -
Stage 2	-	-	-	-	819 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1157	-	-	-	451 650
Mov Cap-2 Maneuver	-	-	-	-	538 -
Stage 1	-	-	-	-	674 -
Stage 2	-	-	-	-	819 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.3
HCM LOS			B

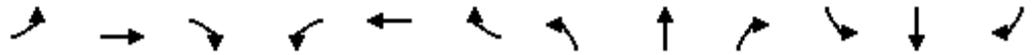
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1157	-	-	-	538	650
HCM Lane V/C Ratio	0.005	-	-	-	0.03	0.025
HCM Control Delay (s)	8.1	-	-	-	11.9	10.7
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0.1

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	10	230	15	40	320	10	30	5	125	25	5	25
Future Vol, veh/h	10	230	15	40	320	10	30	5	125	25	5	25
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									
Storage Length	50	-	-	50	-	-	50	-	-	50	-	-
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	11	250	16	43	348	11	33	5	136	27	5	27

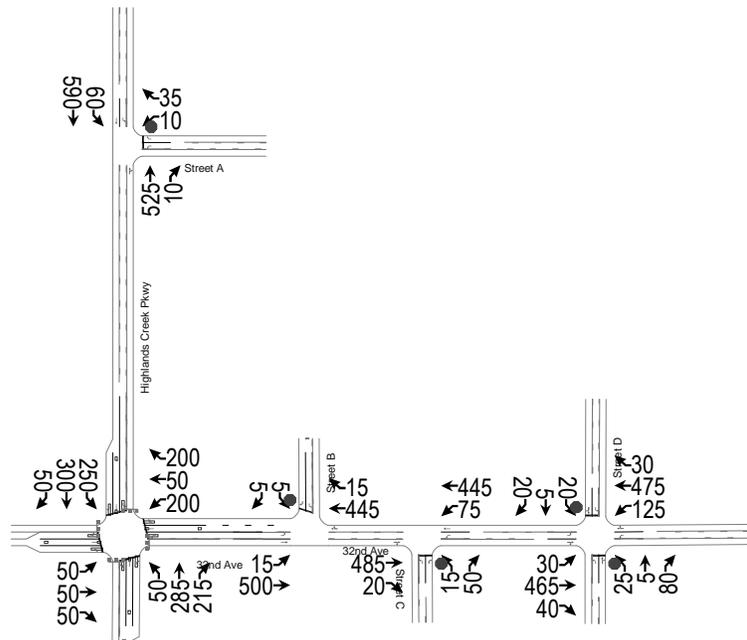
Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	359	0	0	266	0	0	736	725	258	791	728	354
Stage 1	-	-	-	-	-	-	280	280	-	440	440	-
Stage 2	-	-	-	-	-	-	456	445	-	351	288	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
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	1200	-	-	1298	-	-	335	352	781	307	350	690
Stage 1	-	-	-	-	-	-	727	679	-	596	578	-
Stage 2	-	-	-	-	-	-	584	575	-	666	674	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1200	-	-	1298	-	-	308	337	781	243	335	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	308	337	-	243	335	-
Stage 1	-	-	-	-	-	-	720	673	-	591	559	-
Stage 2	-	-	-	-	-	-	537	556	-	541	668	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	0.3		0.9		12.3			16.1		
HCM LOS					B			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	308	743	1200	-	-	1298	-	-	243	586
HCM Lane V/C Ratio	0.106	0.19	0.009	-	-	0.033	-	-	0.112	0.056
HCM Control Delay (s)	18.1	11	8	-	-	7.9	-	-	21.7	11.5
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	0.7	0	-	-	0.1	-	-	0.4	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	100	20	50	150	20	210	50	200	50	125	260	125
Future Volume (veh/h)	100	20	50	150	20	210	50	200	50	125	260	125
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	22	54	163	22	228	54	217	54	136	283	136
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	259	220	443	323	274	466	582	494	735	924	783
Arrive On Green	0.07	0.14	0.14	0.10	0.17	0.17	0.04	0.31	0.31	0.23	0.49	0.49
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	109	22	54	163	22	228	54	217	54	136	283	136
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.2	0.8	2.5	6.2	0.8	11.4	1.7	7.4	2.0	3.0	7.4	3.9
Cycle Q Clear(g_c), s	4.2	0.8	2.5	6.2	0.8	11.4	1.7	7.4	2.0	3.0	7.4	3.9
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	369	259	220	443	323	274	466	582	494	735	924	783
V/C Ratio(X)	0.30	0.08	0.25	0.37	0.07	0.83	0.12	0.37	0.11	0.18	0.31	0.17
Avail Cap(c_a), veh/h	408	423	358	682	697	590	509	582	494	735	924	783
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(l)	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	27.3	30.7	31.4	25.6	28.3	32.7	17.6	22.0	20.1	9.1	12.3	11.5
Incr Delay (d2), s/veh	0.4	0.1	0.6	0.5	0.1	6.5	0.1	1.8	0.4	0.6	0.9	0.5
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	1.8	0.4	1.0	2.6	0.4	4.7	0.7	3.4	0.8	1.1	3.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	30.9	32.0	26.1	28.4	39.2	17.7	23.8	20.5	9.7	13.2	11.9
LnGrp LOS	C	C	C	C	C	D	B	C	C	A	B	B
Approach Vol, veh/h		185			413			325			555	
Approach Delay, s/veh		29.4			33.5			22.2			12.0	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	30.0	13.0	15.9	8.0	45.0	10.2	18.7				
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	18.5	25.5	19.5	18.5	5.5	38.5	7.5	30.5				
Max Q Clear Time (g_c+I1), s	5.0	9.4	8.2	4.5	3.7	9.4	6.2	13.4				
Green Ext Time (p_c), s	0.3	1.2	0.3	0.2	0.0	2.2	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay				22.4								
HCM 6th LOS				C								



Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↑	↖	↗
Traffic Vol, veh/h	485	20	75	445	15	50
Future Vol, veh/h	485	20	75	445	15	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	50	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	527	22	82	484	16	54

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	549	0	1186
Stage 1	-	-	-	-	538
Stage 2	-	-	-	-	648
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1021	-	208
Stage 1	-	-	-	-	585
Stage 2	-	-	-	-	521
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1021	-	191
Mov Cap-2 Maneuver	-	-	-	-	326
Stage 1	-	-	-	-	585
Stage 2	-	-	-	-	479

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	543	-	-	1021	-
HCM Lane V/C Ratio	0.05	0.1	-	-	0.08	-
HCM Control Delay (s)	16.6	12.4	-	-	8.8	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0.3	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	10	35	525	10	60	590
Future Vol, veh/h	10	35	525	10	60	590
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	50	0	-	-	50	-
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	11	38	571	11	65	641

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1348	577	0	0	582
Stage 1	577	-	-	-	-
Stage 2	771	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	166	516	-	-	992
Stage 1	562	-	-	-	-
Stage 2	456	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	155	516	-	-	992
Mov Cap-2 Maneuver	290	-	-	-	-
Stage 1	562	-	-	-	-
Stage 2	426	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	290	516	992	-
HCM Lane V/C Ratio	-	-	0.037	0.074	0.066	-
HCM Control Delay (s)	-	-	17.9	12.5	8.9	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	0.2	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↗		↙	↗
Traffic Vol, veh/h	15	500	445	15	5	5
Future Vol, veh/h	15	500	445	15	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	100	-	-	-	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	16	543	484	16	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	500	0	-	0	1067 492
Stage 1	-	-	-	-	492 -
Stage 2	-	-	-	-	575 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1064	-	-	-	246 577
Stage 1	-	-	-	-	615 -
Stage 2	-	-	-	-	563 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1064	-	-	-	242 577
Mov Cap-2 Maneuver	-	-	-	-	377 -
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	563 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1064	-	-	-	377	577
HCM Lane V/C Ratio	0.015	-	-	-	0.014	0.009
HCM Control Delay (s)	8.4	-	-	-	14.7	11.3
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Vol, veh/h	30	465	40	125	475	30	25	5	80	20	5	20
Future Vol, veh/h	30	465	40	125	475	30	25	5	80	20	5	20
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									
Storage Length	50	-	-	50	-	-	50	-	-	50	-	-
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	33	505	43	136	516	33	27	5	87	22	5	22

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	549	0	0	548	0	0	1411	1414	527	1444	1419	533
Stage 1	-	-	-	-	-	-	593	593	-	805	805	-
Stage 2	-	-	-	-	-	-	818	821	-	639	614	-
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	1021	-	-	1021	-	-	116	138	551	110	137	547
Stage 1	-	-	-	-	-	-	492	493	-	376	395	-
Stage 2	-	-	-	-	-	-	370	389	-	464	483	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1021	-	-	1021	-	-	94	116	551	78	115	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	116	-	78	115	-
Stage 1	-	-	-	-	-	-	476	477	-	364	342	-
Stage 2	-	-	-	-	-	-	303	337	-	374	468	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.5		1.8		24.8		40	
HCM LOS					C		E	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	94	451	1021	-	-	1021	-	-	78	312
HCM Lane V/C Ratio	0.289	0.205	0.032	-	-	0.133	-	-	0.279	0.087
HCM Control Delay (s)	58.2	15	8.6	-	-	9.1	-	-	68.1	17.6
HCM Lane LOS	F	C	A	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	1.1	0.8	0.1	-	-	0.5	-	-	1	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	50	50	50	200	50	200	50	285	215	250	300	50
Future Volume (veh/h)	50	50	50	200	50	200	50	285	215	250	300	50
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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	54	54	217	54	217	54	310	234	272	326	54
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	255	144	122	396	316	268	503	623	528	668	966	818
Arrive On Green	0.04	0.08	0.08	0.14	0.17	0.17	0.04	0.33	0.33	0.23	0.52	0.52
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	54	54	54	217	54	217	54	310	234	272	326	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.2	2.2	2.6	8.4	2.0	10.4	1.5	10.5	9.2	5.9	8.1	1.4
Cycle Q Clear(g_c), s	2.2	2.2	2.6	8.4	2.0	10.4	1.5	10.5	9.2	5.9	8.1	1.4
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	255	144	122	396	316	268	503	623	528	668	966	818
V/C Ratio(X)	0.21	0.37	0.44	0.55	0.17	0.81	0.11	0.50	0.44	0.41	0.34	0.07
Avail Cap(c_a), veh/h	291	425	360	560	729	618	539	661	560	668	966	818
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(l)	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	31.6	34.7	34.9	26.3	28.2	31.7	15.9	21.1	20.7	9.5	11.2	9.6
Incr Delay (d2), s/veh	0.4	1.6	2.5	1.2	0.3	5.8	0.1	0.6	0.6	1.8	0.9	0.2
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	0.9	1.0	1.1	3.5	0.9	4.3	0.6	4.5	3.3	2.3	3.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	36.3	37.4	27.5	28.4	37.5	16.0	21.7	21.3	11.3	12.2	9.8
LnGrp LOS	C	D	D	C	C	D	B	C	C	B	B	A
Approach Vol, veh/h		162			488			598			652	
Approach Delay, s/veh		35.2			32.1			21.0			11.6	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.5	30.9	15.2	10.6	8.0	45.4	8.0	17.9				
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	18.0	28.0	18.0	18.0	5.1	40.9	5.1	30.9				
Max Q Clear Time (g_c+I1), s	7.9	12.5	10.4	4.6	3.5	10.1	4.2	12.4				
Green Ext Time (p_c), s	0.6	2.4	0.4	0.3	0.0	2.3	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				21.8								
HCM 6th LOS				C								

Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: Highlands Creek Pkwy & 32nd Ave.

County:

Town: Aurora

Major Street: Highlands Creek Pkwy

Minor Street: 32nd Ave.

Critical Approach Speed: 35 mph

Critical Approach Speed: 35 mph

Lanes: 2 or more lanes

Lanes: 2 or more lanes

% Right Turns Included

In built-up area of isolated community of < 10,000 population? No

From North (SB) 0%

Total number of approaches at intersection? 4 or more

From East (WB) 0%

If it is a "T" intersection, inflate minor threshold to 150%? No

From South (NB) 100%

Manually set volume level? 100%

From West (EB) 0%

Analysis based on PROJECTED volume data.

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2040	No	6	AM	10	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	Yes
Condition A: Minimum Vehicular Volume	Yes
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	Yes
Warrant 3: Peak Hour Volume	Yes
Warrant 4: Pedestrian Volume	N/A
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	N/A
Warrant 6: Coordinated Signal System	N/A
Warrant 7: Crash Experience	N/A
Warrant 8: Roadway Network	Yes
Warrant 9: Intersection Near a Grade Crossing	N/A

Warrant Analysis Conducted By:

Name: John Aldridge

Agency: Aldridge Transportation Consultants

Date: 10/6/2022

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

Manually Set To: Yes

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	8	12

Satisfied? Yes

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	3	6

Satisfied? No

Condition C: Combination of A & B at 80%		
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Satisfied? No

Time Period	6:00 AM		Enter Start Time (Military Time) (HH:MM)		Total
	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	382	215	597
2	7:00	8:00	788	436	1224
3	8:00	9:00	927	466	1393
4	9:00	10:00	654	284	938
5	10:00	11:00	560	205	765
6	11:00	12:00	674	258	932
7	12:00	13:00	724	198	922
8	13:00	14:00	580	178	758
9	14:00	15:00	674	218	892
10	15:00	16:00	654	169	823
11	16:00	17:00	892	235	1127
12	17:00	18:00	1135	211	1346
13	18:00	19:00	1062	258	1320
14	19:00	20:00	654	129	783
15	20:00	21:00	520	129	649
16	21:00	22:00	352	53	405

Warrant 2: Four-Hour Volume

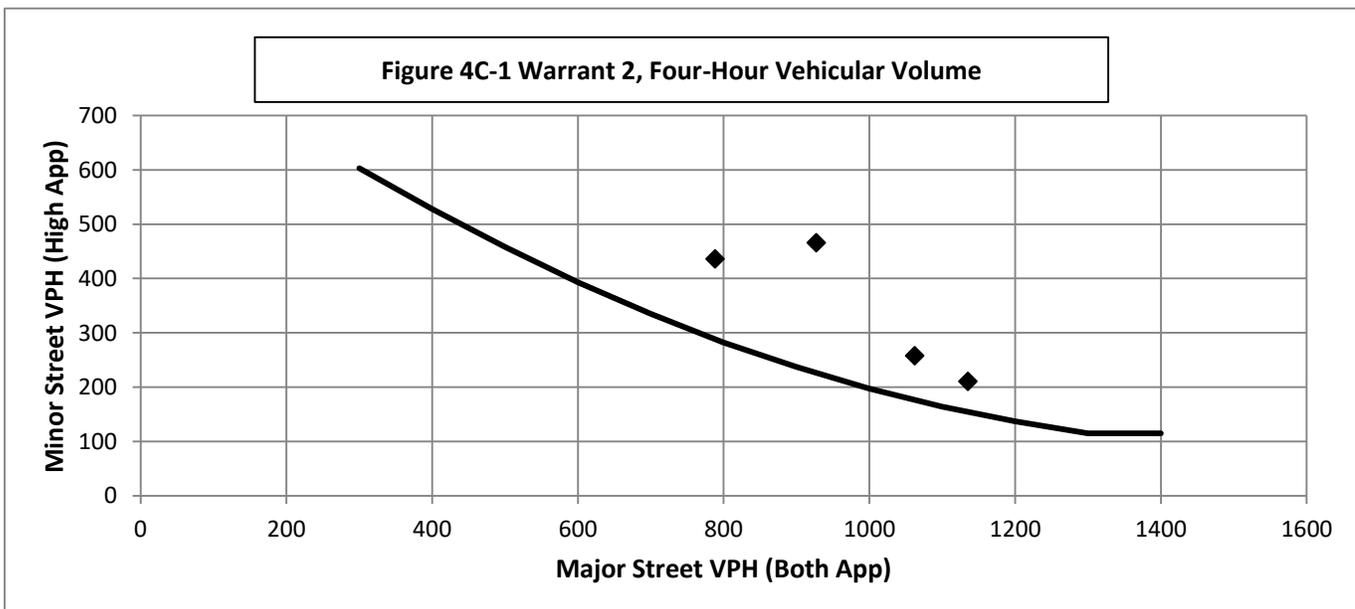
100%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

Manually Set To: Yes

Hour Start	8:00	17:00	18:00	7:00
Major Road Vol.	927	1135	1062	788
Minor Road Vol.	466	211	258	436



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

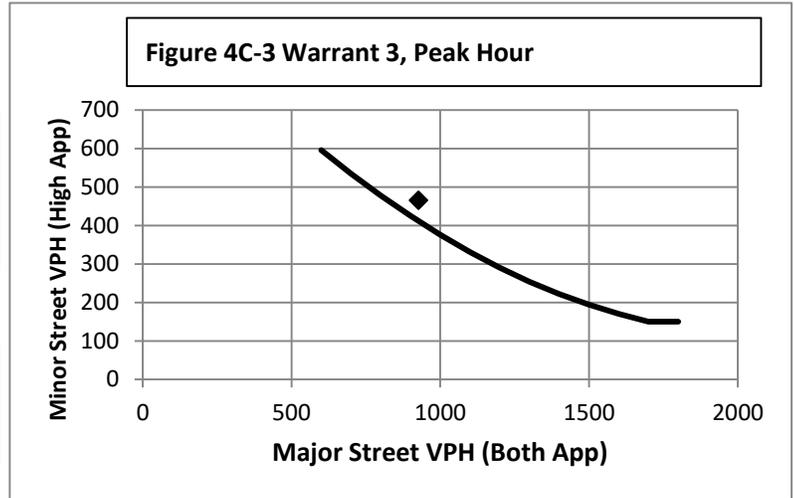
Manually Set To: Yes

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	5	Yes
Volume on Minor Approach	150	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour? No

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
8:00	927	466



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
0:00	0	#N/A

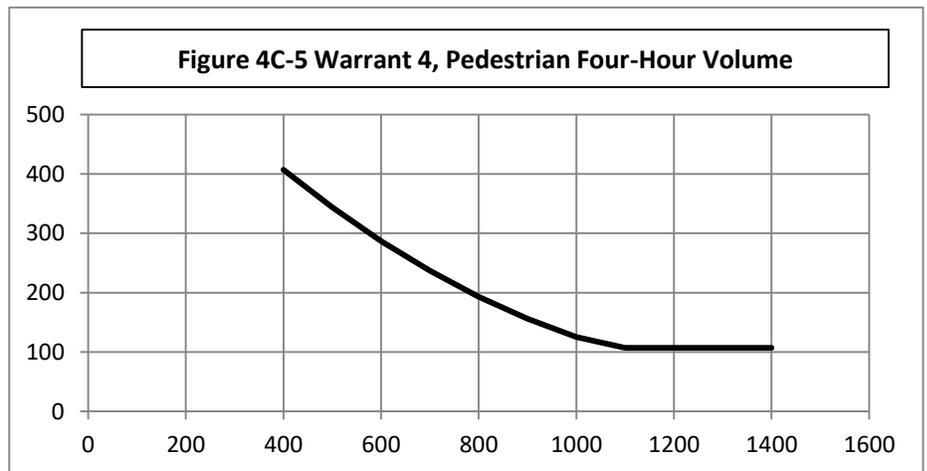
Manually Set Major Rd Vol?

No

Avg. walk speed less than 3.5 ft/s?

No

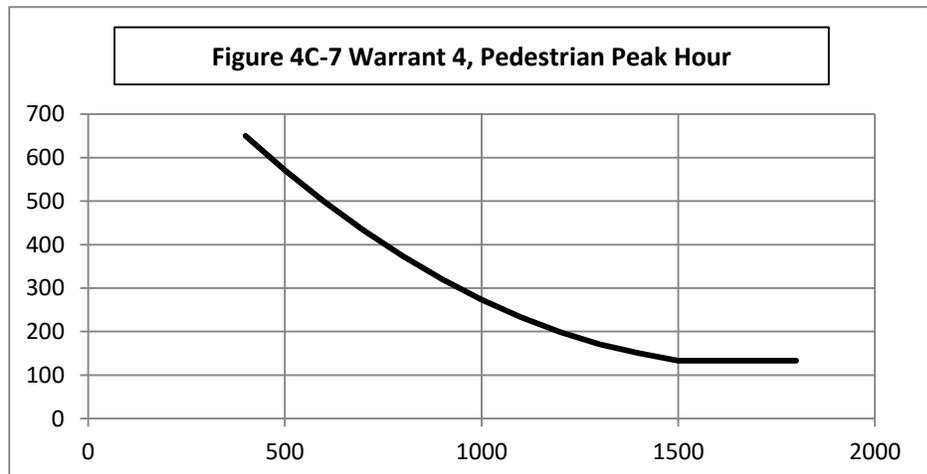
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
#N/A	#N/A	#N/A

Criterion B Satisfied?



Warrant 5: School Crossing

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria		Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.		
	Measures Tried:		
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months	
3	Warrant 1, Condition A (80%)	Yes	#N/A
	Warrant 1, Condition B (80%)	No	
	Warrant 4, Criterion A (80%)	#N/A	
	Warrant 4, Criterion B (80%)	#N/A	

Warrant 8: Roadway Network

100%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

Manually Set To:

Criteria		Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour	1393	Yes
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.	2	Yes
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)		
	Hour		
	Volume		

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic			Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow		Yes
2	Rural or suburban highway outside of, entering, or traversing a city		Yes
3	Appears as a major route on an official plan		Yes

Warrant 9: Intersection Near a Grade Crossing

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	8:00	927	466	156.11

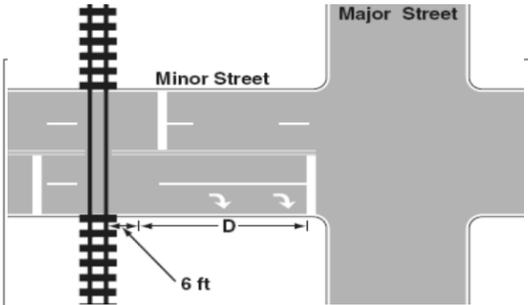
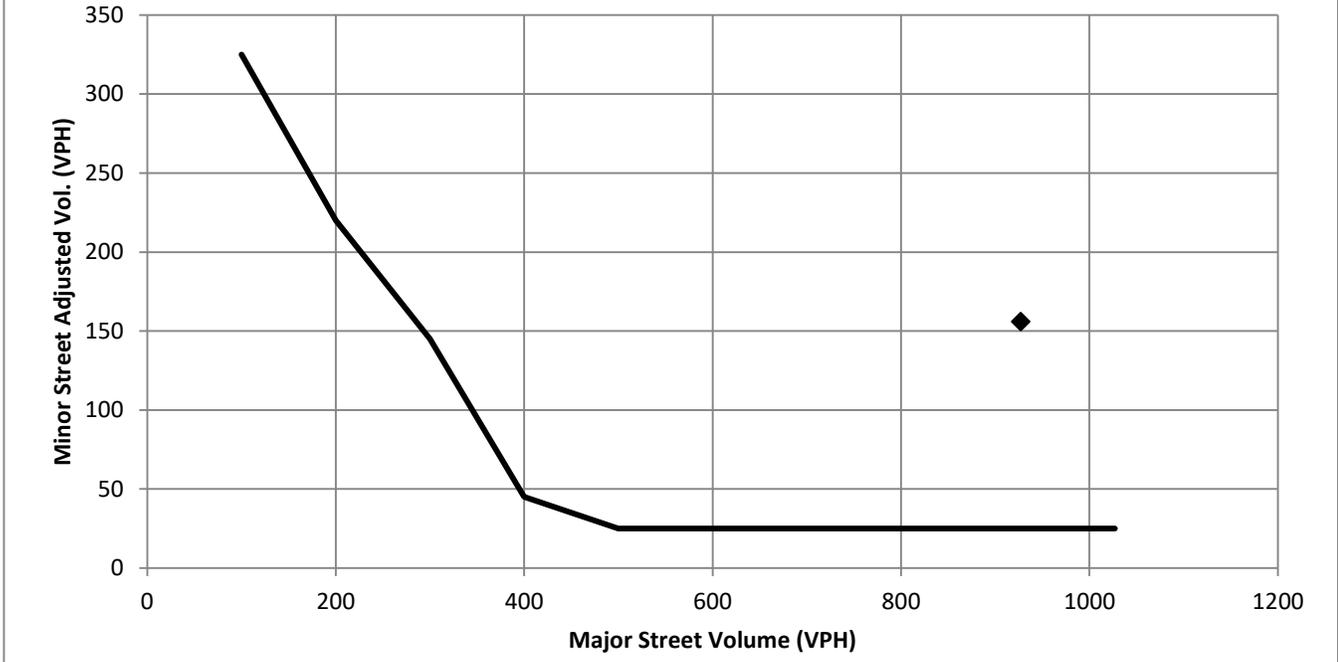


Figure 4C-10 Warrant 9, Intersection Near a grade Crossing (Two or More Approach Lanes at the Track Crossing)



Conclusions/Comments:

Updated: 12/6/2017