

Traffic Impact Study

2024-03-07 (DJK) reviewed, minor comments, sht 27 (pg 23) comment regarding LOS E & F highlights, sht 123, add hourly tags to volumes proposed in warrant analysis.

Thank you for the review of the MTCR traffic study. Please see individual responses throughout this document.

Majestic Tower Crossings Retail

Aurora, Colorado

Prepared for:

Commerce Construction Co., L.P.

Kimley»»Horn

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

Majestic Tower Crossings Retail

Aurora, Colorado

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Table 3 – 32nd Parkway & Tower Road (#1) LOS Results

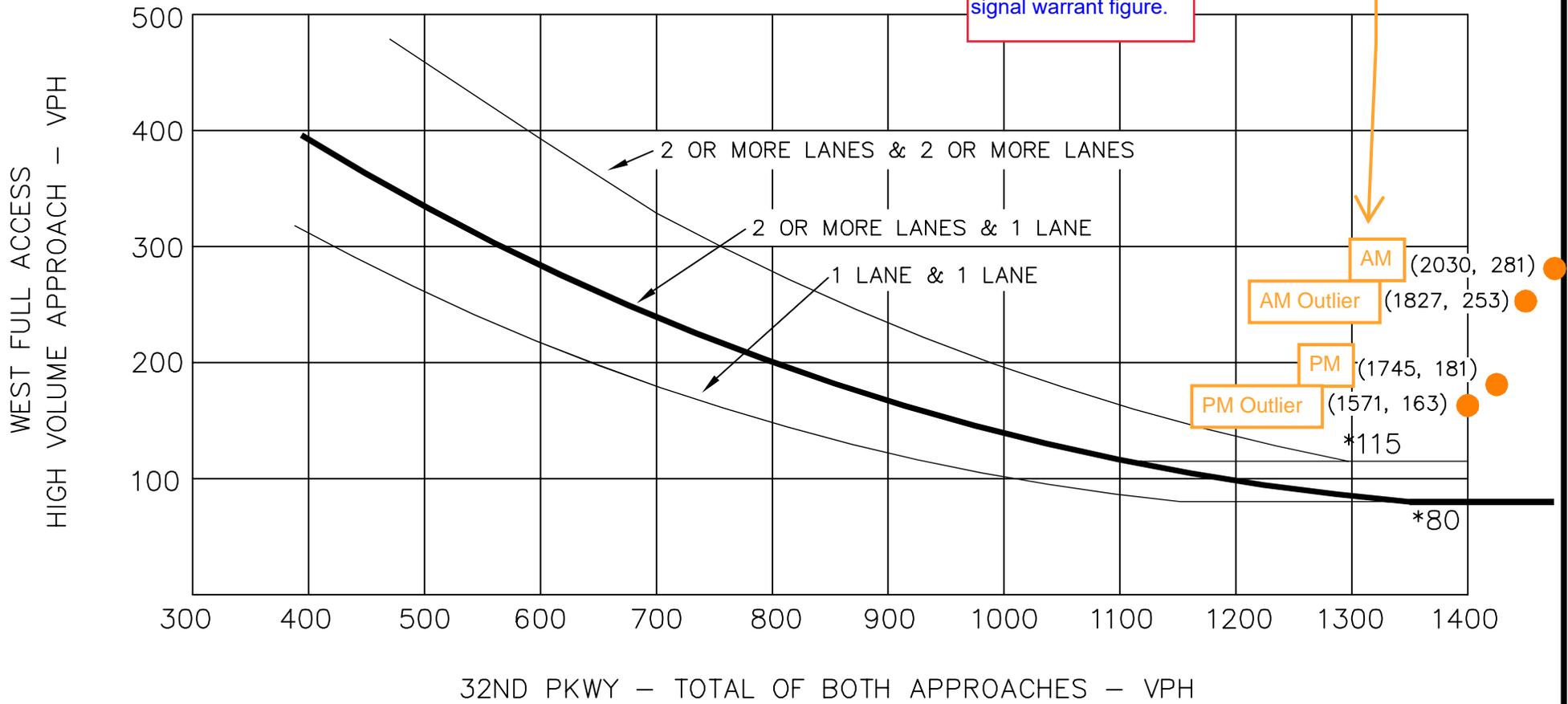
Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing	12.9	B	14.9	B
Westbound Left	54.4	D	54.7	D
Westbound Right	47.0	D	45.9	D
Northbound Through	9.4	A	12.0	B
Northbound Right	8.0	A	8.5	A
Southbound Left	6.6	A	9.7	A
Southbound Through	4.7	A	5.9	A
2025 Background	14.5	B	18.9	B
Westbound Left	54.7	D	57.2	E
Westbound Right	45.6	D	42.9	D
Northbound Through	11.1	B	15.6	B
Northbound Right	11.7	B	11.2	B
Southbound Left	10.0	B	14.6	B
Southbound Through	5.6	A	8.1	A
2025 Background Plus Project	39.9	D	43.8	D
Westbound Left	69.0	E	74.7	E
Westbound Right	36.8	D	37.3	D
Northbound Through	39.9	D	56.7	E
Northbound Right	51.2	D	27.9	C
Southbound Left	72.7	E	79.7	E
Southbound Through	10.4	B	12.1	B
2040 Background	20.0	B	28.8	C
Westbound Left	57.0	E	69.3	E
Westbound Right	42.7	D	40.3	D
Northbound Through	18.0	B	31.7	C
Northbound Right	17.3	B	15.8	B
Southbound Left	38.0	D	53.7	D
Southbound Through	8.9	A	12.4	B
2040 Background Plus Project #	44.1	D	48.6	D
Westbound Left	72.0	E	59.4	E
Westbound Right	34.5	C	31.1	C
Northbound Through	50.6	D	54.9	D
Northbound Right	66.5	E	32.6	C
Southbound Left	69.0	E	167.0	F
Southbound Through	15.0	B	20.7	C

= Three Northbound Through Lanes

Understood that LOS E for movements allowed (per out TIS Guidelines), but the highlighting just brings to attention to the potential need for improvements. Note the additional 17.5 sec delay associated with site traffic added to the WB Left turn movement circled above, as well as the SB Left turn 65.1 sec increase in delay (both in just the 2025 build-out year). These significant delays should be investigated in more detail to determine what signal timing adjustments can be implemented at time of opening.

These signal timings are believed to be optimized. We evaluated this situation in more detail and other movements at this intersection begin to operate with LOS E/F with signal timing adjustments.

WARRANT 2 - FOUR HOUR VOLUME WARRANT



* NOTE: 115 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 80 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

32ND PKWY W. FULL ACCESS
 SIGNAL WARRANT ANALYSIS
 FOUR HOUR VOLUME WARRANT

● 2025 TOTAL TRAFFIC DATA POINT

Source: Manual of Uniform Traffic Control Devices 2009

