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ALDRIDGE TRANSPORTATION CONSULTANTS, LLC

Advanced Transportation Planning and Traffic Engineering

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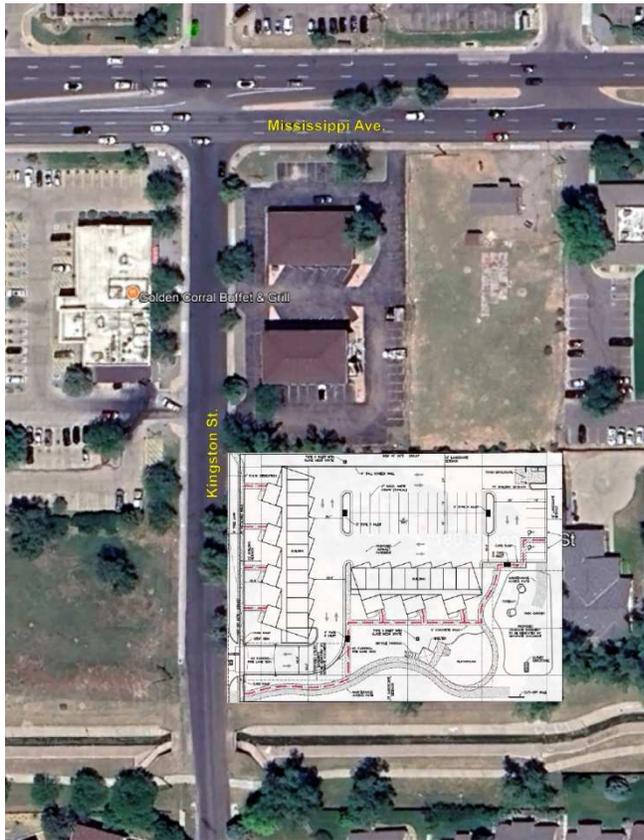
September 26, 2024

Brian Krombein, PE
Vermillion Peak Engineering
1745 Shea Center Drive, 4th Floor
Highlands Ranch, CO 80129

RE: Abbreviated Traffic Impact Study
1180 S. Kingston St., Aurora, CO

Dear Brian:

Pursuant to your request we have reviewed development plans for the construction of 40 apartment units on undeveloped property at 1180 S. Kingston St. in Aurora to determine what impact the apartment complex will have on traffic operations in the surrounding area and if necessary what mitigation options are there to resolve the impact(s).



The graphic to the left shows the location of the project and the surrounding streets and intersections. It is located to the south of Mississippi Ave. and north of Westerly Creek. North of the site are office buildings and on the southwest corner of S. Kingston St. and Mississippi Ave. there is a Golden Corral restaurant.

Mississippi Ave. is a six-lane Major Arterial. It carries approximately 36,000 AADT per the DRCOG regional count program. It is posted at 40 mph. S. Kingston St. is a two-lane Local Street posted at 25 mph. No counts are available on S. Kingston St. but likely in the range of 1,000 - 2,000 AADT.

The intersection is two-way stop sign controlled.

Access to the complex will be from a single driveway on S. Kingston St. on the south side of the property.



The following table presents the trip generation based on the rates and values in the 11th Edition of the ITE Trip Generation Manual. Shown are the Average Daily Traffic (ADT) and the AM and PM peak hour trip generation.

Trip Generation Table								
ITE Code	Land Use	Variable	Quantity	ADT	AM in	AM out	PM in	PM out
221	Multifamily	DU	40	4.54	0.08	0.28	0.24	0.15
	Mid-Rise			182	3	11	10	6
Total Trips				182	3	11	10	6

The trip generation is quite low at just a total of 14 AM peak hour trips and 16 PM peak hour trips. As such, according to the City of Aurora Traffic Impact Study Guidelines, because the project generates less than 75 AM or PM peak hour trips it qualifies for an abbreviated traffic impact study vs. a full study. Moreover, there are no unique or adverse conditions that would trigger a full study.

Based on the analysis herein and in my professional opinion, the trip generation from the development of 40 apartment units at this location is too small to have a discernible impact will not negatively affect traffic operations on the surrounding streets and intersections or require improvements to the same.

Should you have any questions or need additional information please call me on 303-703-9112. Thank you for the opportunity to be of service.

Respectfully submitted,
Aldridge Transportation Consultants, LLC

John M.W. Aldridge, P.E.
Principal



ATC is a 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 1,000 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.