



ALDRIDGE TRANSPORTATION CONSULTANTS, LLC

Advanced Transportation Planning and Traffic Engineering

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May 28, 2019

Westminster OC, LLC
c/o Mark Nickless
9033 East Easter Pl. #110
Centennial, CO 80112

Re: Response to CDOT Comments
Rose Hill – Westminster, CO

Dear Mr. Nickless:

The following responds to comments from CDOT dated May 6, 2019. The comments are copied verbatim. My responses are in bold.

I would like to see the 95% percentile queue lengths on the Federal intersections for existing, 2023 total, and 2038 total. The HCM report only have 50th percentile

We have included in the revised study Queuing and Blocking reports from SimTraffic.

Please provide a graphic similar to figure 6 for existing.

Figures 2 and 3 for the existing AM/PM are included.

The worst case scenario should be analyzed. If a possible 2350 units are to be entitlement, then the analysis should include those trips. If a permit is issued for this report, only 1982 residential units can be built. We are at an over-saturated condition at some signals. Adding 20% more than reported is significant.

The maximum entitlement was analyzed in the revised study.

Parcel A 850: Use the fitted curve, 2651 trips, instead of the average.

The revised study includes fitted curve equations.

How did you come to your distribution conclusion?

Based on existing directional splits.

I found the growth rates to be slightly higher than in the study. 1.04 for five year and 1.014 for 20 year are used on OTIS.



The revised study includes the higher growth factors.

3/4 movements at the 83rd Ave. intersection as shown is acceptable from my perspective; the western leg of this intersection should not require modification, as it is low-volume and alternative routes are available during peak periods. R1 Traffic will need to confirm the desired configuration at 83rd based on projected traffic volumes. - AMP

Ok.

City of Westminster Comprehensive Plans Identifies Federal Blvd (US 287) as an arterial. The City's plan for such roadways are to handle +36,000 vehicles ADT.

Ok.

This segment of 287 is classified as NRA, a limited access highway under the State Access Code and posted at 40 mph to accommodate through-traffic at moderate speeds. Per the access code, right-in/out access may be considered, but not the full or 3/4 movements as suggested by the PDP& TIS. On this corridor, minimum signal spacing is 1/2 mile intervals which currently exist at 84th & 88th. The suggested signal and full turn movement at 86th is not currently acceptable. Only 88th Avenue has an access permit (#603054) issued from CDOT. New access permits will be required from the City for the west side of Federal at 87th, 86th, and 85th. 84th has no access permits on record and two are needed, one for the east and west approach to at minimum, establish a baseline of traffic count. The internal circulation within that portion of development west of Federal suggest that safe access (left turn movement) via the signalized intersections of 84th and 88th would be best. The proposed access south of 84th to the east requires yet another access permit and should be restricted to right in/out. I will defer to our Traffic and RE review if the 3/4 movements proposed are acceptable per their analytics. As of this time, no permit applications associated with this development have been submitted to CDOT for review.

The proposed signalized intersection at 86th Ave. and the 3/4 movement unsignalized intersections are allowed by Code under certain conditions per Section 3.10 p3 and p5. The intersections meet the conditions and are essential for the project and Westminster in order to meet the vision and values that they have established for themselves per Section 1.2 p7. Permits will be applied for at the appropriate time.



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

