



## SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

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**TO:** CDOT Region 1  
2829 W Howard Pl  
Denver, Colorado 80204

**FROM:** SM ROCHA, LLC

**DATE:** April 14, 2020

**RE: Meadows at Highline – Aurora, CO  
Traffic Impact Study CDOT Comment Response Letter**

To Whom it May Concern,

SM ROCHA LLC is pleased to provide comment response information for the proposed Meadows at Highline development located on the south side of Colfax Avenue (US Highway 40) between Laredo Street and Norfolk street in Aurora, Colorado.

The purpose of this letter is to respond to the CDOT Staff review comments dated 3/19/2020. We have provided detailed responses to the review comments and may make revisions to the traffic impact study as necessary. We remain available to discuss further if needed. The following is a summary of comment responses:

**Traffic Comment 1:** Traffic data collected in October 2019. The adjacent intersection showed there's no vehicle entering, therefore no growth. Eventhough, there are 40 parking spaces. The approaches in TIS was not sensible nor practical, shouldn't you just simply go out there, observe the traffic (at least 15-minute peak) to verify or make simple calculation (traffic count distribution during the day), so you have a better demand entering and exiting (background traffic).

**Comment Response:** Please clarify comment, it is unclear what is being asked. It is to be noted that count data collection was performed at 15-minute intervals for a period of 24-hours. Data was collected by All Traffic Data collection company and is believed to be accurate. If a recount is desired, please specify; however, given the impact of this particular issue in relation to the proposed development, it is not believed that a recount will provide significant new information as pertains to the approval of this development. Furthermore, it is noted that given current reductions in daily traffic due to the COVID-19 epidemic, a recount or other confirmation of previously collected data is not presently feasible.

**Traffic Comment 2:** HCM 6<sup>th</sup> Edition has been published at least for the last 3-4 years, why the response said in the beginning of this project HCM 6<sup>th</sup> was not readily accessible. It seems this project started last year. Should there no significant different between HCM 2010 and HCM 6<sup>th</sup> (2016) edition, please show in calculation. Perhaps as simple as manual calculation or Synchro analysis.

**Comment Response:** Noted. Synchro worksheets updated to use HCM 6<sup>th</sup> Edition in revised TIS.

**Traffic Comment 3:** It was mentioned various U-turns occurs at this location, please add a countermeasure to mitigate possible safety issues in this area.

**Comment Response:** Noted. Additional discussion added to revised TIS regarding illegal U-turn mitigation.

**Other Comment 1:** Previous comment still apply. Site plan is currently not showing the warranted right turn decel lane. Please address.

**Comment Response:** Acknowledged. It is noted that due to adjacent access spacing it may not be feasible to provide a right-turn deceleration lane according to CDOT standards. It is proposed that a shared through and right turn lane be provided to accommodate the site access. This may be accommodated by adding pavement marking from the median break intersection west of the site to the intersection of Colfax Avenue with Norfolk Street east of the site.