

**MEMORANDUM**

**To:** Colorado Department of Transportation Region 1  
**From:** Scott Kilgore, PE  
**Date:** March 13, 2024  
**Project:** King's Crossing Village Traffic Impact Study  
**Subject:** Response to Comments

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Fox Tuttle Transportation Group received comments dated 3/12/2024 from the Colorado Department of Transportation in reference to the King's Crossing Village Traffic Impact Study (dated December 11, 2023). We appreciate your thorough review. The responses for the traffic related comments are listed below:

Comment 1. The full movement access at 6th Ave and Jasper has an existing access permit #699026. This access will require a new access permit because of the change in use of the property associated with this access.

***Response: Noted. Access permit application will be provided with next submittal.***

Comment 2. The RIRO access that is off of 6th Ave, on the east side of this development, will also require an access permit.

***Response: Noted. Access permit application will be provided with next submittal.***

Comment 3. TIS page 13 "E 6th Avenue – restripe existing pavement to create three through lanes per direction."- where does this assumption come from? Is it an appropriate way to run the 2043 model?

***Response: In the Pre-Application meeting notes included in the TIS appendix on page 56 of the pdf, Aurora Public Works indicated "East 6th Avenue is anticipated to be modified, through striping changes to three, through lanes in this area."***

Comment 4. TIS page 21 mentions "A movement restriction to ¾ access - only allowing right turns out - may be preferable to a traffic signal at the intersection, as there is excess left turn capacity at E 6th Avenue and Laredo Street to allow U-turns." Is this intersection change desired by any of the involved parties? CDOT is open to investigating the idea of a 3/4 intersection.

***Response: This mitigation strategy (access restriction to  $\frac{3}{4}$ ) is presented as an alternative to a possible traffic signal at the intersection. Traffic signal warrants are not met in the future condition with the project-added volumes. Estimated future operations are acceptable despite side street delay operating at LOS F for northbound left turns in peak hours. The existing two-lane approach to the intersection is planned to remain and allows northbound right turns to access East 6<sup>th</sup> Avenue even when northbound left-turning vehicles experience high delay. The maximum anticipated northbound left turn queue does not extend beyond available storage capacity. Changing to  $\frac{3}{4}$  access is not necessary or desired at this time.***

|SKK