

# STATE OF COLORADO

## Traffic & Safety

Region 1

2000 South Holly Street  
Denver, Colorado 80222



COLORADO  
Department of Transportation

Project Name: **Parker Auto Plaza**

Print Date:

Highway:

Mile Marker:

### Drainage Comments:

I have reviewed the attached drainage report for this development

I concluded that historical drainage patterns has been maintained and there is no negative drainage impact to SH83

samer

9-25-2017

### Traffic Comments:

Scherner 9-21-17

Please provide the rationale behind the assumption of a 20% internal capture rate. For this please use the NCHRP Report 684 estimator spreadsheet. The internal capture seems way too high.

The 2022 Buildout at the Parker Rd/Pine intersection requires an additional NB left turn lane to be striped in. The v/c ratio in the 2022 PM total traffic scenario for this movement is overcapacity at 1.21.

This will also require turning movement striping and lane turning arrows. Implementation should occur immediately.

### Resident Engineer Comments:

9/20/2017 - As long as the Design Criteria (e.g. sight triangles, acceleration lane length, etc.) meet current design standards from the AASHTO Green Book and any other governing manuals, I have no comments. The Site Plans look fairly well advanced. What vehicle does the Parker Fire Truck compare to, WB-50? - Dan Keyghobad.

### Permits Comments:

--A state Highway access permit will be required for access to Parker Road. The Town of Parker is an issuing authority for State Highway Access permits within their jurisdiction. Application should be made to Dave Aden at the Town of Parker. He can be reached at 303-805-3202 or daden@parkeronline.org

--Any signing for this development that will be visible to State Highway 83 must be on-premise in nature and only advertise goods or services that are available on that property and must comply with any other applicable rules governing outdoor advertising in Colorado, **2 CCR 601-3**

--Steve Loeffler

Highway improvements in-place along SH 83 abutting this property appear to be currently optimized. Unclear if the access proposed to SH 83 matches the existing location that formerly served a residential property. Regardless, with this change of land use, a new Access permit is required which will be assumed to be the same right in/out

shown on the Access Control Plan for MM 61.37. We support protecting the throat of the access to SH 83 and to maintain a manageable slope (2% or less) within the first 20 ft of the approach to highway pavement.

Did not see a plat with this plan set. The Corridor Optimization Plan for SH 83 shows a 175-ft ROW. Please validate that 1/2 of the ROW will be in-place as measured from the roadway's centerline. *NOTE: The recent Parker Road Corridor Plan TAC-study has been "shelved" by the Town for the time being, and anticipated outcome was to ID the preferred alternative to either widen, one way couplet, or parallel parkway concept of which at least one alternative would have needed lesser ROW.*

The landscape illustrations show a line of street trees within a tree lawn along SH 83. Any landscaping within CDOT ROW is by permit and caution is advised that such street trees are discouraged on this high speed section of highway.

The TIS will need to be revamped for Access Permitting. The 20% internal capture rate exceeds State Access code that might allow up to 2% for AM Peak, and up to 8% for PM peak. This is moreso a matter to get the correct traffic counts assigned to each access.

- RS 09-25-17

Please note comments from CDOT Environmental were not provided by due date. We will forward those comments later, when we receive them.