



ALDRIDGE TRANSPORTATION CONSULTANTS, LLC

Advanced Transportation Planning and Traffic Engineering

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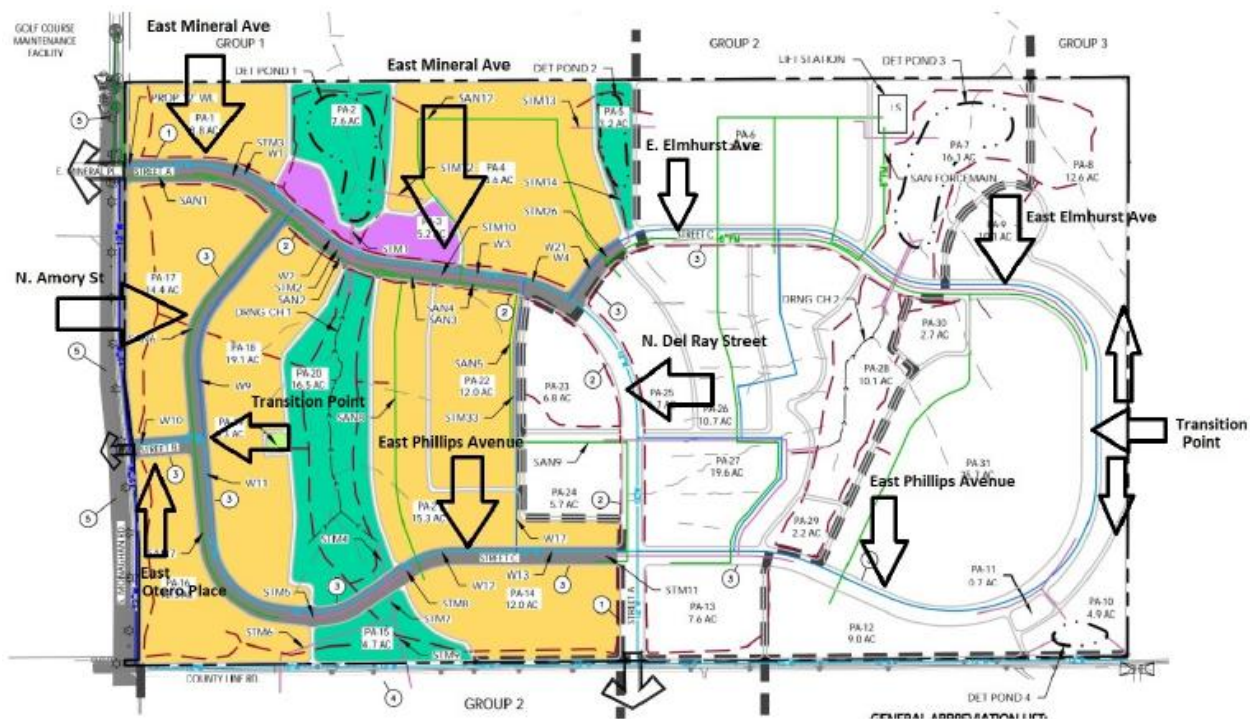
September 25, 2024

Mallory Mooney
Norris Design
1101 Bannock St.
Denver, CO 80204

RE: Letter of Conformance - Revised
Trails at Overland Ranch

Dear Mallory:

Pursuant to your request we have reviewed your current development plans for the construction of Overland Ranch Residential Phase 2 and its conformance to the June 3, 2022, Master Traffic Impact Study for Trails at Overland Ranch. As we understand it, there are two phases of development. Phase 1 contains 425 units and Phase 2 has 569 units – a total count of 994 units. The development phases and street names are shown in the figure below. Phase 2 is on the east side.



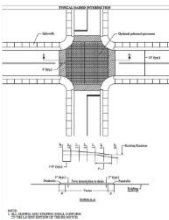
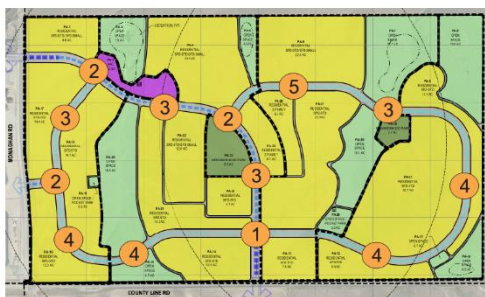


In terms of trip generation to/from the site, the TIS analyzed 1,119 single-family units. This scenario generated 10,563 average daily trips, 839 AM peak hour trips, and 1119 PM peak hour trips according to the 10th Edition of the ITE Trip Generation Manual. Note that there was no distinction between single family detached homes and single family attached homes. The following table shows the trip generation based on the 11th Edition of the ITE Trip Generation Manual.

Trip Generation Table								
ITE Code	Land Use	Variable	Quantity	ADT	AM in	AM out	PM in	PM out
210	Single Family	DU	994	9.43	0.18	0.52	0.59	0.35
	Detached			9373	181	515	589	346
Total Trips				9373	181	515	589	346

The table demonstrates that the total development of 994 units will generate over 1,000 less average daily traffic, 141 less AM peak hour trips and 184 less PM peak hour trips. This analysis confirms that the 569 units in Phase 2 are compliant with the approved trip generation presented in the Master TIS.

Regarding the access locations, the development plan for Phase 2 shows S. Emmett St. (denoted as N. Del Ray St. in the graphic) connecting with County Line Road as planned in the Master TIS. E. Mineral Ave. is a collector-parkway that curves westward and connects to Monaghan Rd on the west side of the development. The Phase 2 development plan also shows E. Phillips Ave. as a main circular collector roadway connecting with E. Mineral Ave. on the south end and renamed as E. Elmhurst Ave., S. Hayesmount St. and E. Phillips Ave. intersecting with E. Mineral Ave. at a mid-point. This configuration is consistent with the roadway layout in the Master TIS.



Raised Intersection



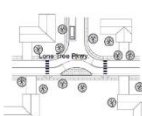
2

Lone Tree Pkwy.

Traffic Calming Options

All Way Stop

1



Intersection Bump Out

5



Chicane



Lone Tree Pkwy.
Raised Crosswalk

3

An important element of the Master TIS is the traffic calming options. The graphic to the left shows the options that were approved. These are subject to change when the final construction plans are prepared. They represent a good faith effort to provide a safe and efficient operational environment for the movement of vehicular, bike and pedestrian traffic.



Based on the analysis herein and in my professional opinion, the Phase 2 development plan as presented in the pre-application meeting held 3/7/24 is in conformance with the approved Master Traffic Impact Study dated June 3, 2022.

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.