



ALDRIDGE TRANSPORTATION

Advanced Transportation Planning and Design

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Ryan Kacirek
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1101 Bannock St.
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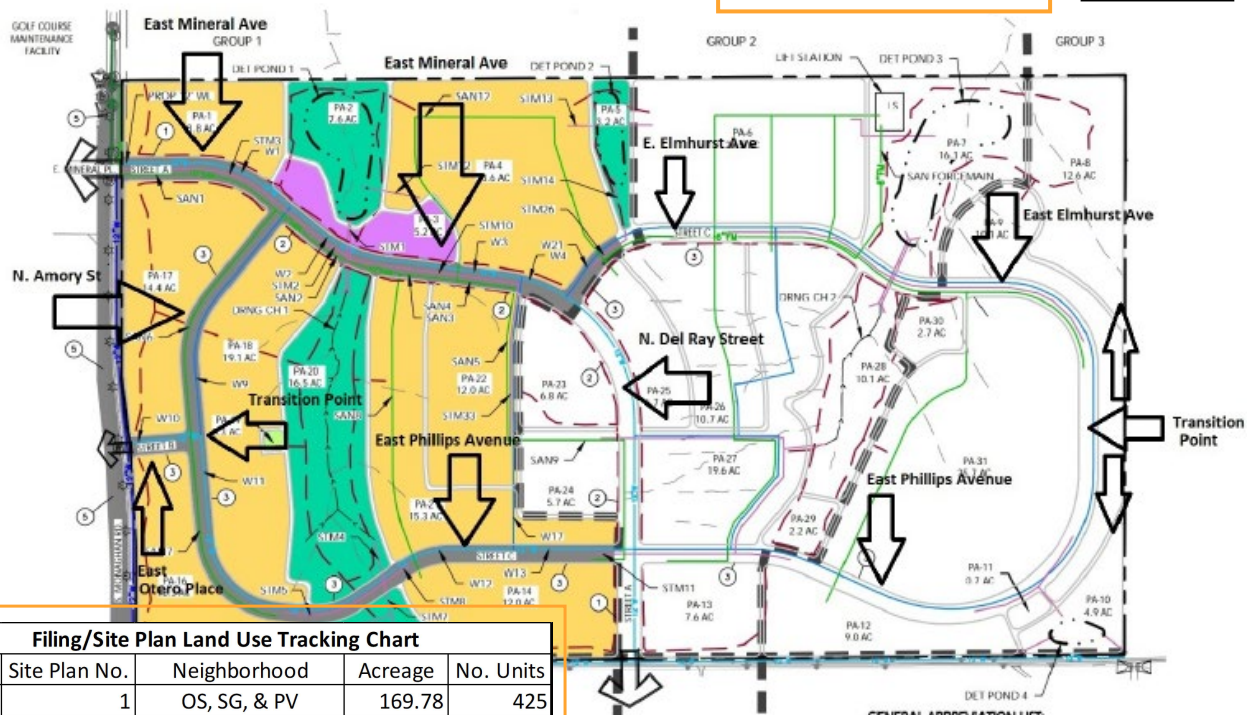
RE: Letter of Conformance
Trails at Overland Ranch

Dear Ryan:

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 570 units - a total count of 995 units. The development phases and street names are shown in the figure below. Phase 2 is on the east side.

Update , see below

Done



Filing/Site Plan Land Use Tracking Chart

Filing No.	Site Plan No.	Neighborhood	Acreage	No. Units
1	1	OS, SG, & PV	169.78	425
2	2	COMM CENTER	5.31	0
3	3	SG, PV, PE	200.22	569
Total			375.31	994

OS - OVERLAND SPIRIT
PE - PRAIRIES EDGE
SG - STARGAZE
PV - PORCH VIEW

Site Plan provided with application
has one less unit in Phase 2



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						Quantity changed but rates shown are correct. Note that these are averages and well within the standard deviation.			
ITE Code	Land Use	Variable	Quantity	ADT	A				
210	Single Family	DU	995	9.43	0.18	0.52	0.59	0.35	
	Detached			9383	181	517	587	348	
					174	523	589	346	
Total Trips				9383	181	517	587	348	

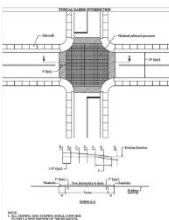
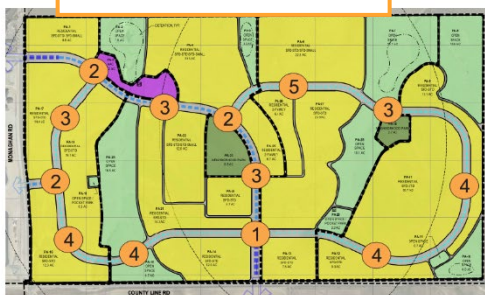
Values per our WebBased ITE TripGen app, please confirm values

of 995 units will generate over 1,000 less average daily PM peak hour trips. This analysis confirms that the 570 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 E. Mineral Ave. (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 development. The Phase 2 development plan also shows E. Phillips Ave. as a main roadway connecting with E. Mineral Ave. on the south end and renamed as E. Elmhurst with E. Mineral Ave. at a mid-point. This configuration is consistent with the roadway layout in the Master TIS.

Per Site Plan, now called S Emmett St

E Elmhurst Ave, S Hayesmount St and E Phillips Ave

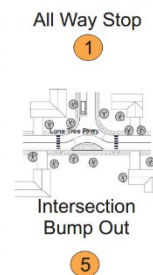


Raised Intersection



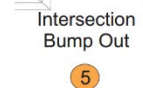
2

Lone Tree Pkwy.



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.

Traffic Calming Options



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.