



November 27, 2018

Allyn Brown
Springs Land Ventures, LLC
P.O. Box 908
Colorado Springs, CO 80901

**RE: University Bluffs Filing No. 4A / Traffic Generation Analysis
Colorado Springs, Colorado**

Dear Mr. Allyn Brown,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled University Bluffs Filing No. 4A. This development is located near the northeast corner of the Collegiate Drive and Rockhurst Boulevard intersection in Colorado Springs, Colorado.

The intent of this analysis is to present traffic volume likely generated by the proposed development, provide a traffic volume comparison to previous land use assumptions proposed for the development site, and consider potential impacts to the adjacent roadway network.

The following is a summary of analysis results.

Site Description and Access

The proposed development site covers approximately 10 acres. Land for the development is currently vacant and surrounded by a mix of residential, commercial, retail, and government land uses.

Development site traffic is accommodated by one full-movement access on Collegiate Drive. The access drive is to operate as a stop-controlled intersection.

General site and access locations are shown on Figure 1.

A conceptual site plan, as prepared by N.E.S. Inc., is shown on Figure 2. This plan is provided for illustrative purposes.

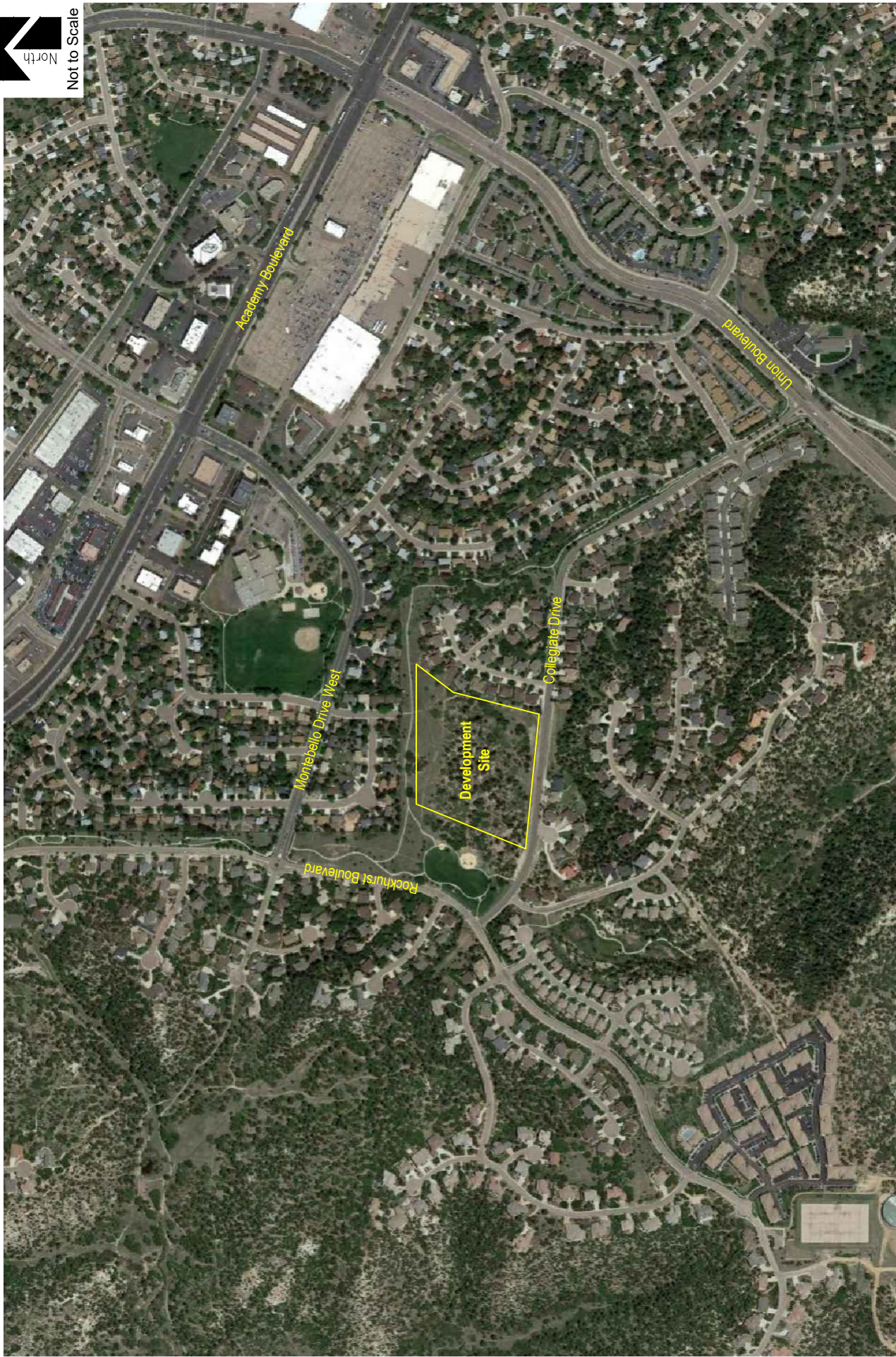


Figure 1
SITE LOCATION
December 2018
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UNIVERSITY BLUFFS FILING NO. 4A
Traffic Generation Analysis
SM ROCHA, LLC
Traffic and Transportation Consultants



FIGURE 10



Not to Scale



FIGURE 10

Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation, 10th Edition, was applied to the proposed land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

Table 1 summarizes the projected average daily traffic (ADT) and peak hour traffic volumes likely generated by the land use area proposed and provides comparison to previously proposed land use. ITE land use codes 210 (Single-Family Detached Housing) and 520 (Elementary School) were used for analysis because of their best fit to previously proposed and currently proposed land uses.

TABLE 1 TRIP GENERATION SUMMARY									
ITE CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Previously Proposed</u>									
520	Elementary School	121.2 KSF	2,366	465	380	845	75	91	166
<i>Previously Proposed Total:</i>			2,366	465	380	845	75	91	166
<u>Site Development - Currently Proposed</u>									
210	Single-Family Detached Housing	29 DU	274	5	16	21	18	11	29
<i>Currently Proposed Total:</i>			274	5	16	21	18	11	29
<i>Difference Total:</i>			-2,093	-459	-364	-824	-57	-81	-137

Note: All data and calculations above are subject to being rounded to nearest value.

As Table 1 shows, the proposed development area has the potential to generate approximately 274 daily trips with 21 of those occurring during the morning peak hour and 29 during the afternoon peak hour. Table 1 further shows how proposed development traffic volumes do not exceed that previously proposed for the development area.

Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

Development Impacts

As Table 1 shows, the proposed development does not exceed traffic volumes in comparison to previously projected volumes of the overall development area. These volumes are not likely to negatively impact operations of Collegiate Drive nor other adjacent roadways or intersections.

Vehicle Trip Generation Comparison

Upon comparison of traffic volumes presented in Table 1 and generated traffic volumes assumed for previously proposed land use, the proposed residential development presents a volume in compliance with projected traffic volumes originally anticipated. Therefore, the proposed residential development is believed to be in compliance with previous land use assumptions for the overall area.

Conclusion

This analysis assessed traffic generation for the University Bluffs Filing No. 4A development, provided a traffic volume comparison to previous land use assumptions proposed for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic is expected to create no negative impact to traffic operations for the surrounding roadway network and is in compliance with previously land use assumptions for the overall area.

We trust that our findings will assist in the planning and approval of the University Bluffs Filing No. 4A development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants



Brandon Wilson
Traffic Engineer



Fred Lantz, PE
Traffic Engineer