

## 5740 Burgess Road Traffic Assessment Letter

El Paso County, Colorado

### Traffic Engineer's Statement

The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



\_\_\_\_\_  
Jeffrey R. Planck, P.E., PE #53006

\_\_\_\_\_  
January 19, 2023  
Date

### Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.

\_\_\_\_\_  
Jeffrey Renehan  
604 Southpoint Drive, Suite 150  
Colorado Springs, CO 80903

\_\_\_\_\_  
Date

January 19, 2023

Jeffrey Renehan  
604 Southpoint Drive, Suite 150  
Colorado Springs, Colorado 80903

Re: Trip Generation Traffic Assessment Letter  
5740 Burgess Road  
El Paso County, Colorado

Dear Mr. Renehan:

### Introduction

This Traffic Assessment Letter presents trip generation for the proposed 5740 Burgess Road residential project to be located at 5740 Burgess Road in El Paso County, Colorado. The site is proposed to include three (3) single-family residential homes (site plan attached).

### Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*<sup>1</sup> published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates that apply to Single-Family Detached Housing (ITE Code 210) for traffic associated with this development. The following **Table 1** summarizes the estimated trip generation for the project (calculations attached).

**Table 1 – 5740 Burgess Road Project Traffic Generation**

Use	Size (Units/SF)	Weekday Vehicles Trips						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Detached Housing - (ITE 210)	3 Units	30	1	1	2	2	1	3

As shown in the table and based on ITE Trip Generation calculations, 5740 Burgess Road is anticipated to generate approximately 30 weekday daily trips, in which two (2) of these trips would occur during the morning peak hour and three (3) trips would occur during the afternoon peak hour.

It is important to note that “El Paso County Engineering Criteria Manual: Transportation Impact Study Guidelines Appendix B.1.2.D” states that a traffic impact study is not required for a development if daily vehicle trip-end generation is less than 100 trips or the peak hour trip generation is less than 10 trips. Therefore, it is anticipated that a traffic impact study will not be required for this development due to peak hour project traffic trips being less than 10 trips and the daily trips being under 100 trips.

### Criteria for Waiver of Traffic Impact Study

Additionally, a traffic impact study is not required if all of the El Paso County ECM criteria below are satisfied: (2) there are no additional proposed minor or major roadway intersections on major collectors, arterials, or State Highways; (3) the increase in the number of vehicular trips does not

<sup>1</sup> Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

exceed the existing trip generation by more than 10 peak hour trips or 100 daily trip ends; (4) the change in the type of traffic to be generated (i.e., the addition of truck traffic) does not adversely affect the traffic currently planned for and accommodated within, and adjacent to, the property; (5) acceptable LOS on the adjacent public roadways, accesses, and intersections will be maintained; (6) no roadway or intersection in the immediate vicinity has a history of safety or accident problems; and (7) there is no change of land use with access to a State Highway.

Based on the traffic impact study waiver criteria listed above, the access along Burgess Road exists today. Therefore, no new major street intersections are proposed, and the project is not anticipated to adversely impact the roadway network adjacent to the property. The project is anticipated to generate fewer than 100 daily trips and 10 trips during the peak hour. The proposed site is not anticipated to change type of traffic currently being generated in the project area. There is expected to be less than 10 trips (3 trips) during the peak hour from the project access while Burgess Road is not approaching vehicular capacity; therefore, it is believed that this intersection will operate well within County intersection level of service standards. Further, there is not believed to be a pattern of accidents at the Burgess Road access. Finally, Burgess Road is not a state highway and the use within the site is remaining the same as existing. Based on all of these criteria being met, it is anticipated that a traffic impact study will not be required for the proposed residential development.

### Conclusions

It is believed that the 5740 Burgess Road development will be accommodated successfully on the surrounding street network. Please let us know if El Paso County would like any additional traffic information or analysis. If you have any questions, please feel free to call me at (720) 943-9962.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Jeffrey R. Planck, P.E.  
Project Manager



## Trip Generation Calculations

Project 5740 Burgess Road  
 Subject Trip Generation for Single-Family Detached Housing  
 Designed by TES Date January 09, 2023 Job No. 196624000  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_ Sheet No. \_\_\_\_\_ of \_\_\_\_\_

## **TRIP GENERATION MANUAL TECHNIQUES**

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Single-Family Detached Housing (210)

Independent Variable - Dwelling Units (X)

$$X = 3$$

T = Average Vehicle Trip Ends

### **Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 220)**

Average Weekday	Directional Distribution:	26% ent.	74% exit.
(T) = 0.70(X)	T = 2	Average Vehicle Trip Ends	
(T) = 0.70 * (3.0)	1 entering	1	exiting
	1 + 1 = 2		

### **Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 221)**

Average Weekday	Directional Distribution:	63% ent.	37% exit.
(T) = 0.94(X)	T = 3	Average Vehicle Trip Ends	
(T) = 0.94 * (3.0)	2 entering	1	exiting
	2 + 1 = 3		

### **Weekday (200 Series Page 219)**

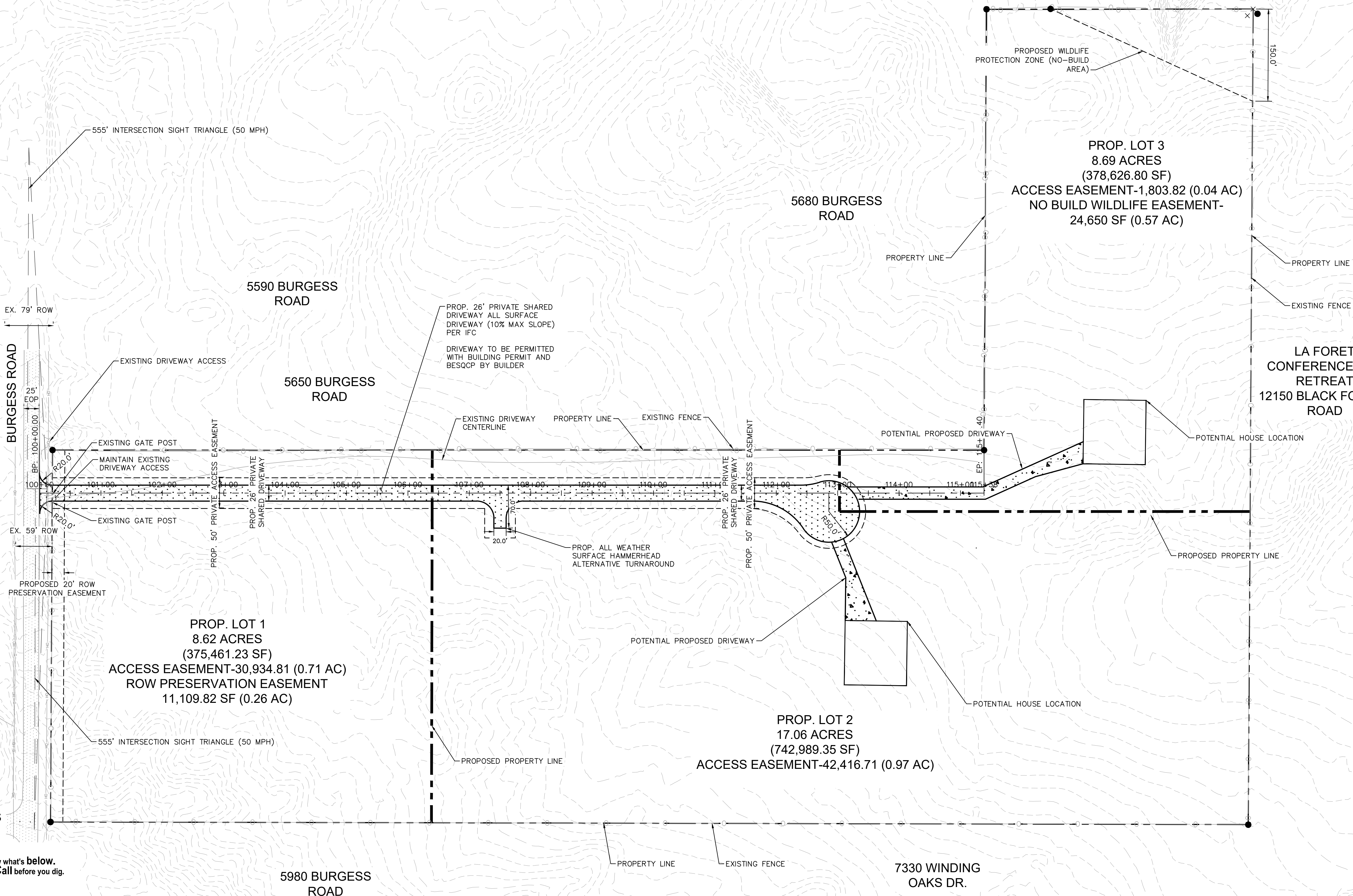
Average Weekday	Directional Distribution:	50% entering, 50% exiting	
(T) = 9.43(X)	T = 30	Average Vehicle Trip Ends	
(T) = 9.43 * (3.0)	15 entering	15	exiting
	15 + 15 = 30		

# Conceptual Site Plan

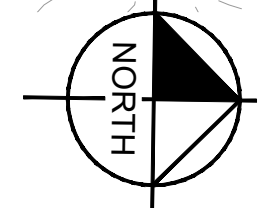
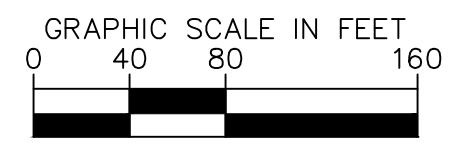
K:\COS\_Civil\196624000\_5740\_Burgess Road\CADD\PlanSheets\SP\_196624000.dwg Kofford, Kevin 1/5/2023 3:09 PM

11480 LAST STANLEY POINT

11485 LAST STANLEY POINT



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CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES



NO.	REVISION	BY	DATE	APPR.

**Kimley»Horn**  
2022 KIMLEY-HORN AND ASSOCIATES, INC.  
2 North Nevada Avenue Suite 900  
Colorado Springs, Colorado 80903 (719) 453-0180

DESIGNED BY: MJK  
DRAWN BY: MJK  
CHECKED BY: KRK  
DATE: 02/1/2023

5740 BURGESS ROAD  
EL PASO COUNTY, COLORADO  
CONSTRUCTION DOCUMENTS  
**SITE PLAN**

**PRELIMINARY**  
FOR REVIEW ONLY  
NOT FOR CONSTRUCTION  
**Kimley»Horn**  
Kimley-Horn and Associates, Inc.

PROJECT NO.  
196624000  
SHEET  
**1**