



December 5, 2023

Gina Mangino
Vertex Consulting Services
455 E Pikes Peak Avenue, Suite 101
Colorado Springs, Colorado 80903

**RE: 3980 Walker Road / Traffic Generation Analysis
El Paso County, Colorado**

Dear Gina,

SM ROCHA, LLC is pleased to provide traffic generation information for the proposed development at 3980 Walker Road. This development is located near the north end of Run Road in El Paso County, Colorado.

The intent of this analysis is to present traffic volumes likely generated by the development and consider potential impacts to the adjacent roadway network.

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently occupied by one single-family home and storage area for farm equipment and is surrounded by a mix of institutional and residential land uses. The proposed development is conceptual and no specific land uses have been determined. However, for purposes of this analysis, there is assumed to be construction for an approximate 11,100 square foot modular building intended to be used as a religious institution, as allowed within the County's RR-5 (Rural Residential) zoning district.

Existing access to the development is provided via one full-movement access onto Walker Road (referred to as Site Access).

General site and access locations are shown on Figure 1.

A conceptual site plan, as prepared by Vertex Consulting Group, is shown on Figure 2. This plan is provided for illustrative purposes only. The proposed development is marked as number seven.

please also account for any school uses in the trip generation. The letter of intent indicates that a preschool is included in the uses. Comments have been provided for the applicant to clarify how many students and time/days that it will be in operation. Please coordinate with the applicant and revise the analysis as needed.



Not to Scale



Figure 1
SITE LOCATION

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3980 WALKER ROAD
Traffic Generation Analysis

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Not to Scale

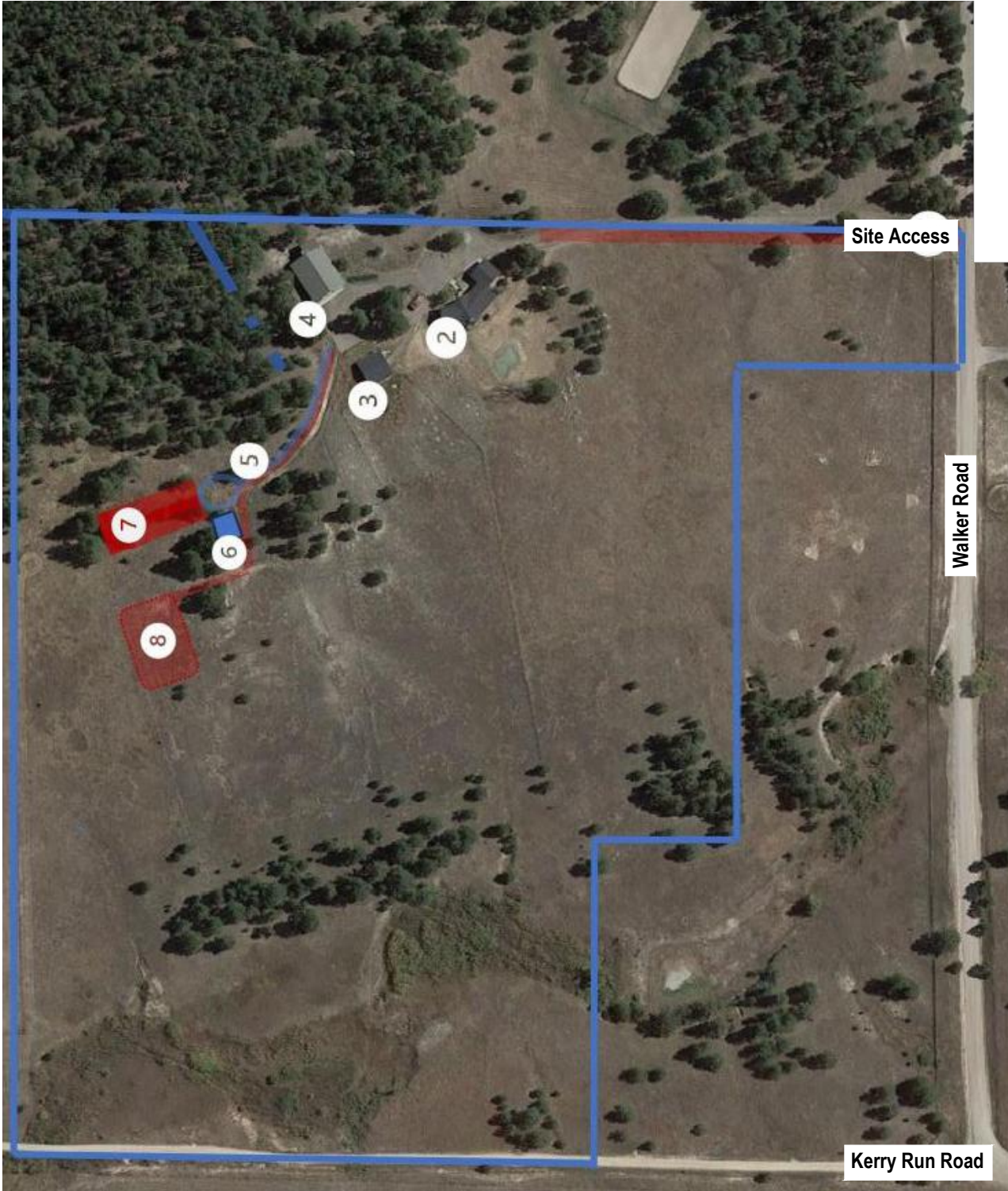


Figure 2
CONCEPTUAL SITE PLAN

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Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11th Edition, were 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 presents average trip generation rates for the additional development area proposed. Use of average trip generation rates presents a conservative analysis. ITE land use code 560 (Church) was used for analysis because of its best fit to the proposed land use.

As actual land uses, densities, or site plans within the development area become defined over time, it is expected that traffic generation characteristics considered within this letter will need to be updated by more specific traffic analyses or studies.

Table 1 – Trip Generation Rates

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
560	Church	KSF	7.60	0.20	0.12	0.32	0.22	0.27	0.49

Key: KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the land use area proposed.

Table 2 – 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
560	Church	11.1 KSF	85	2	1	3	2	3	5
<i>Total:</i>			85	2	1	3	2	3	5

Key: KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the development area has the potential to generate approximately 85 daily trips with 3 of those occurring during the morning peak hour and 5 during the afternoon peak hour.

Please also analyze the weekend trip generation rates as churches typically have a significantly higher trip generation rates on Sundays.

Please verify & coordinate with the applicant that Church is the correct land use for the site. The floor plans submitted only provides classrooms and bathrooms in the building. There is no hall/sanctuary shown.

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 Tables 2 shows, the increase in peak hour traffic volumes anticipated for the proposed development are considered minor. These minor volumes are not likely to negatively impact operations of Walker Road nor other adjacent roadways or intersections. As a result, no improvements to the surrounding roadway network are recommended.

Please provide a traffic analysis per traffic memo guidelines indicated in ECM Appendix B.

Please be sure to address the adequacy of the private Walker Road & Public road Kerry Run due to the increase in traffic as well as the paving thresholds on these roadways due to the developments traffic. It appears that paving thresholds per the ECM would be exceeded. Indicate any improvements needed to each of these roadways.

Also address any improvements needed at the Kerry Run/Walker Road intersection especially the alignment.

Conclusion

This analysis assessed traffic generation for the 3980 Walker Road development and 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 existing site access. Analysis of site-generated traffic concludes that proposed development traffic volumes are minor. As a result, no improvements to Walker Road, Kerry Run Road, nor other adjacent roadways or intersections are recommended.

We trust that our findings will assist in the planning and approval of the 3980 Walker Road development addition. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic and Transportation Consultants



Zac Trotter, EIT
Traffic Engineer



Fred Lantz, PE
Traffic Engineer