

Traffic Compliance Letter
The Learning Experience Daycare Center

Northwest Quadrant of CR 36 (River Pass Road) &
Summerfield Parkway
Timnath, CO

KE Job # 2020-011

Prepared for:

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1.0 Introduction

The purpose of this Trip Generation Letter (Traffic Letter) is to evaluate the proposed traffic generated by the proposed Learning Experience Daycare Center in Timnath, CO.

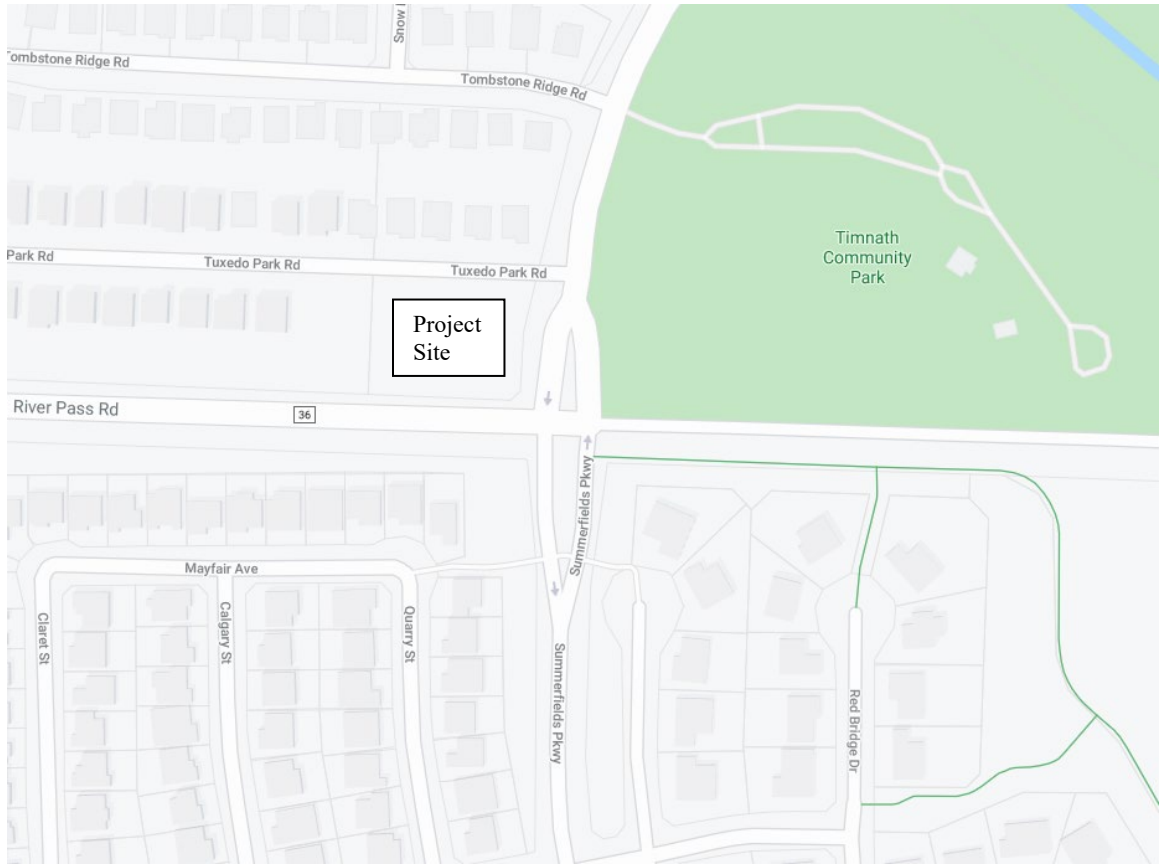
2.0 Proposed Development and Existing Conditions

This Traffic Letter is for a proposed ~10,000 SF daycare center located at the northwest quadrant of CR 36 (River Pass Road) and Summerfield Parkway in Timnath, CO. See Figure 1: Vicinity Map and Figure 2: Site Plan.

3.0 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 Report* published by the Institute of Transportation Engineers (ITE). ITE has established trip generation rates in nationwide studies of similar land uses. For this study, KE used the *ITE 10th Edition Trip Generation Report* average trip rates. The proposed project is anticipated to generate approximately 476 daily weekday trips, 110 AM total peak hour trips, and 111 PM total peak hour trips. See Table 1: Trip Generation.

Figure 1: Vicinity Map



Google Maps

Figure 2: Site Plan

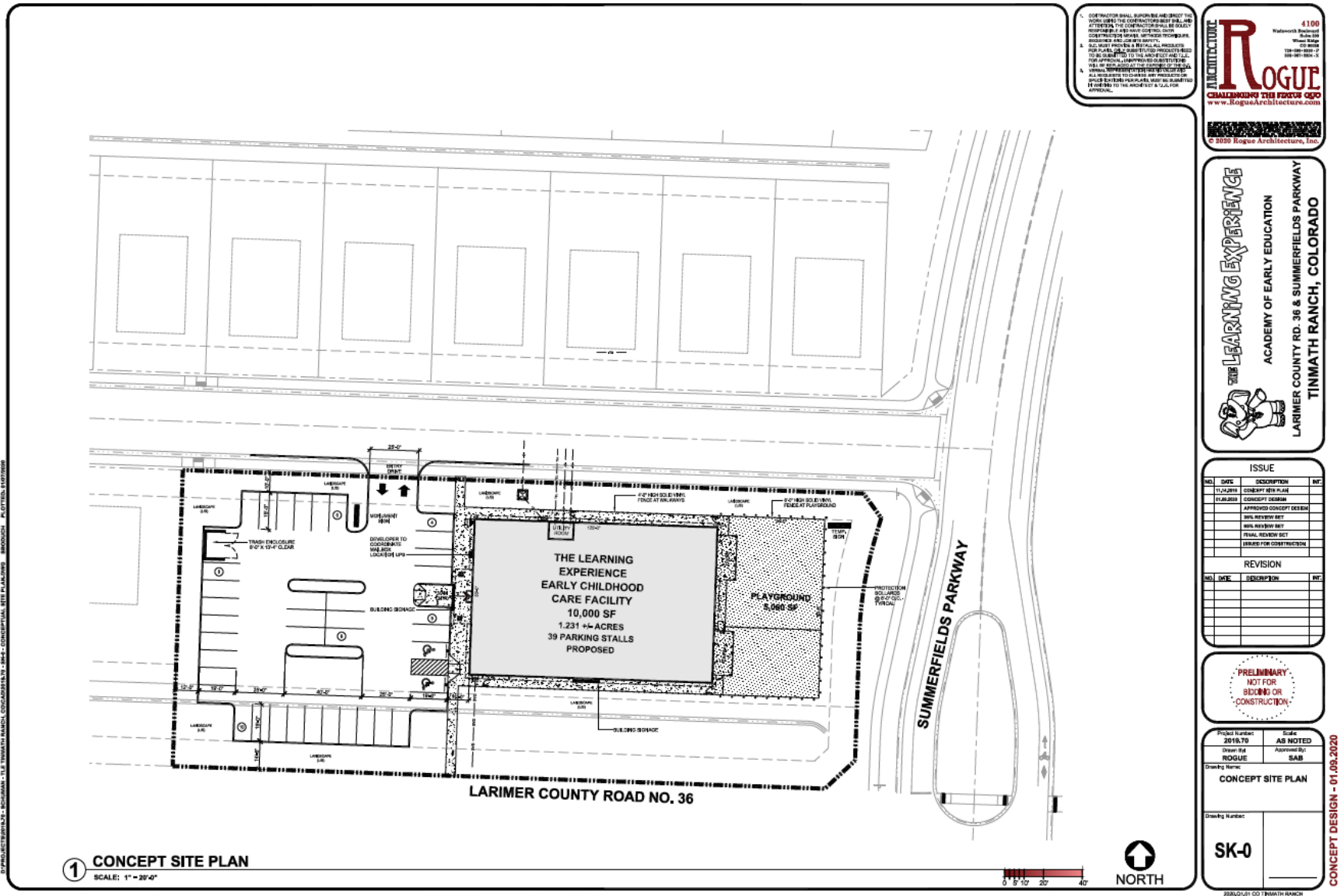


Table 1: Trip Generation (ITE Trip Generation, 10th Edition)

ITE Code	Land Use	Size	Average Daily Trips		AM Peak Hour Trips					PM Peak Hour Trips						
			Rate	Total	Rate	% In	In	% Out	Out	Total	Rate	% In	In	% Out	Out	Total
565	Daycare Center	10 KSF	47.62	476	11.00	53%	58	47%	52	110	11.12	47%	52	53%	59	111
Total				476			58		52	110			52		59	111

KSF = Thousand Square Feet

4.0 Site Access Evaluation

Vehicle access to the project site is proposed from a local street internal to the subdivision and not from an arterial roadway. The access to the project site is appropriate based upon the existing road network and location of the project site.

5.0 Conclusions

The *Timnath Ranch Traffic Impact Study*, prepared by Eugene Coppola, PE on 8/17/04 was provided by the Town of Timnath. Page 11 of the Timnath Ranch TIS shows the original trip generation estimates of the Timnath Ranch development. Per the original TIS for the subdivision, Timnath Ranch was originally anticipated to have: 197 dwelling units of estate residential, 781 single family dwelling units, 358 townhome dwelling units, 127 multi-family dwelling units, 253 senior housing dwelling units, 40.2 acres of industrial park, and 21.2 acres of commercial. Therefore, the combined original trip generation estimates of the Timnath Ranch development were: 22,903 daily weekday trips, 1,223 AM total peak hour trips, and 2,265 PM total peak hour trips. Looking at a Google Earth aerial of the entire Timnath Ranch area, it is evident that the industrial, commercial, townhome dwelling units, and multi-family dwelling units have not built-out to the same degree as the original trip generation estimates for the subdivision. Additionally, the perimeter roads and roadway improvements have already been constructed with previous development. The proposed Learning Experience Daycare Center is anticipated to generate approximately 476 daily weekday trips, 110 AM total peak hour trips, and 111 PM total peak hour trips (~2% of the ADT of the original subdivision). Additionally, many of the trips using the proposed daycare center will be from homes already in the subdivision and therefore will be from internal trips and pass-by trips from the residential homes already using the perimeter roads within and adjacent to the development. Therefore, based upon the review of the above information, the proposed project's traffic complies with the findings in the original TIS for the subdivision and the project's traffic will not exceed the traffic generation estimates of what was previously approved for the Timnath Ranch Development. The site access, proposed land use, and size is appropriate from a traffic engineering perspective and the existing roadway system is adequate to accommodate the project's traffic.

Appendix:

Aerial Image (Google Maps)

