

October 15, 2025

Jay Jensma
Town of Castle Rock Development Services
100 North Wilcox Street
Castle Rock, CO 80104

RE: Traffic Conformance Letter
661 Prairie Hawk Dr
Commercial Building, Front Range Construction
2N Civil Project No: 25005

This letter serves to outline the traffic impact of the proposed Front Range Construction commercial building located at 661 Prairie Hawk Drive in the Town of Castle Rock. The site is in the Northwest $\frac{1}{4}$ of Section 11, Township 8 South, Range 67 West of the 6th Principal Meridian, Town of Castle Rock, County of Douglas, State of Colorado. The site lies approximately 700 feet south of the intersection of Topeka Way and Prairie Hawk Drive. The site is bound by existing commercial development on the north and west, the Prairie Hawk Drive right-of-way on the east, and the Industrial Tributary drainageway on the south.

Prairie Hawk Drive

The existing public Prairie Hawk Drive, which this project will gain roadway access from, is categorized as a Local road. The roadway is currently a paved two-lane road with approximately 12-foot-wide travel lanes and 6' gravel shoulders. The current Right-of-Way is 80 feet.

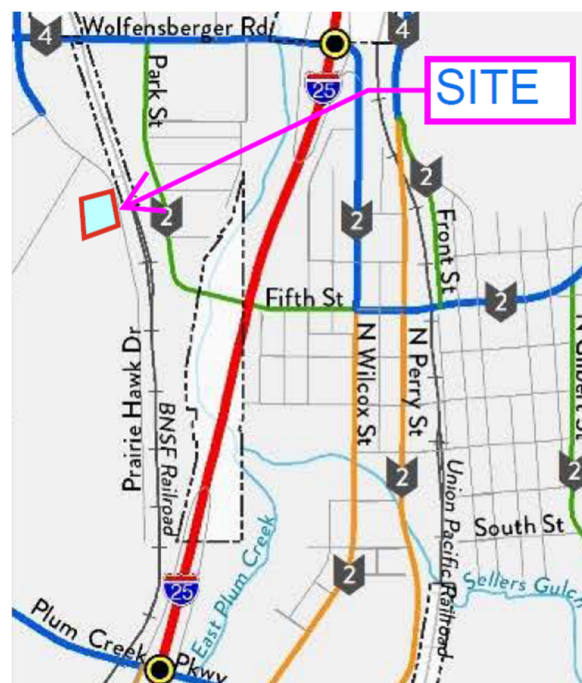


Figure 1 – Figure 1 of Castle Rock Transportation Master Plan

The 2017 Transportation Master Plan does not designate any improvements to this roadway. However, a new mixed-use project known as The Brickyard (CD25-0042) is currently under development and will gain access from a proposed extension of Prairie Hawk Drive. A 34-foot (measured from flowline to flowline) residential collector street section is proposed adjacent to this site as a part of that development.

Trip Generation

Trip generation rates for this development were obtained from the ITE Trip Generation Manual, 11th Edition for Land Use 110 (General Light Industrial). Table 1 shows the Daily, AM peak, and PM peak hour trip generation estimates. The estimated trips generated by this development based on the gross floor area of the proposed building of 4,800 square feet are as follows:

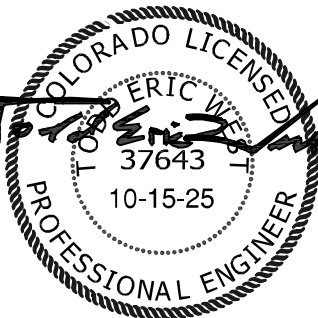
Use (Weekday)	Daily	AM Peak Hour					PM Peak Hour				
		% In	In	% Out	Out	Total	% In	In	% Out	Out	Total
Light Industrial	23	87%	4	13%	0	4	18%	1	82%	3	4

Conclusion

The assumed proposed trips generated will have minimal impact on the traffic on Prairie Hawk Drive and thus no off-site road improvements are warranted by this project. The estimated trips generated will not adversely impact the traffic on nearby streets as the roadways were constructed in anticipation of development such as the facility proposed.

Respectfully,

Todd West, PE
Project Manager
2N Civil, LLC



General Light Industrial (110)

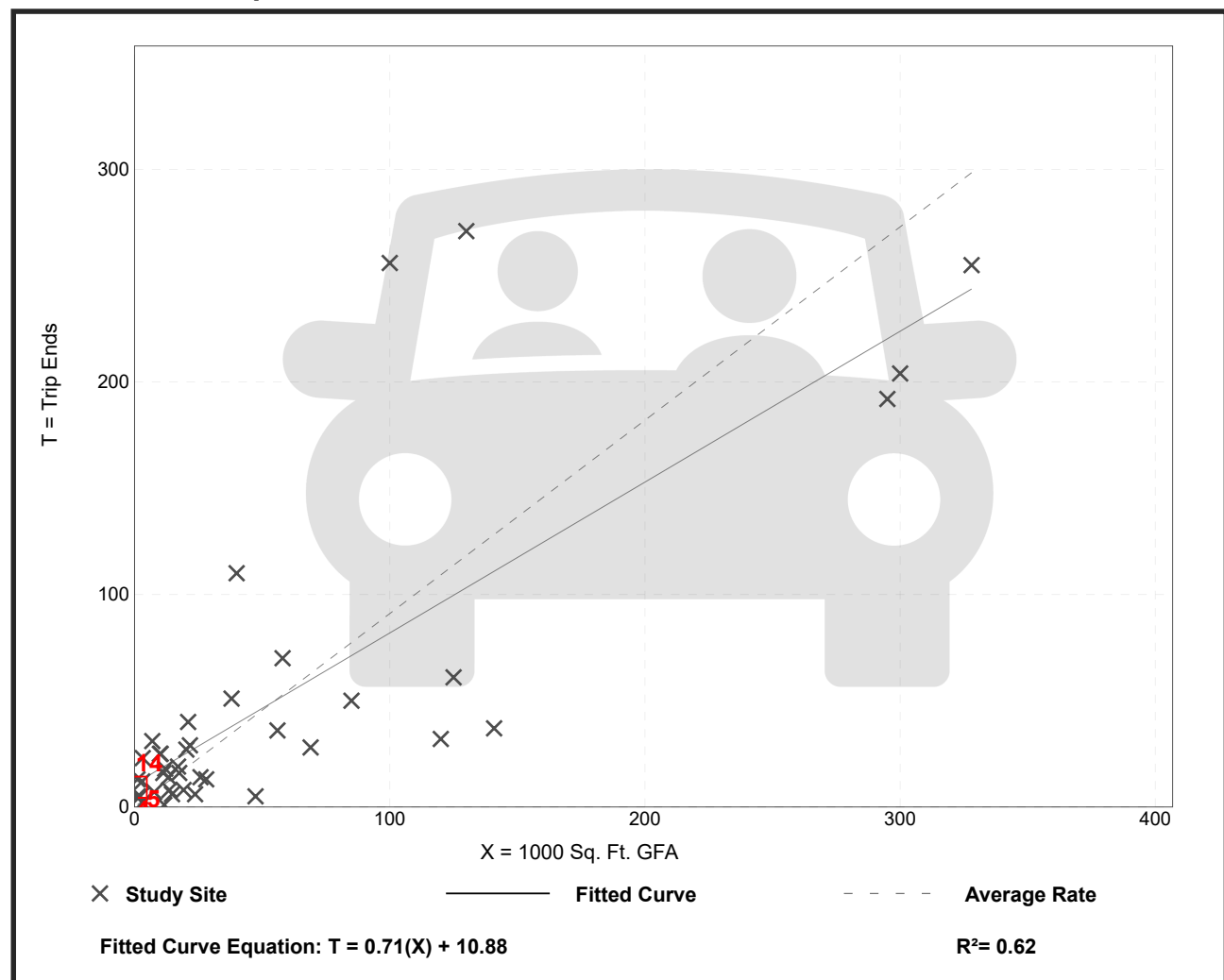
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 40
 Avg. 1000 Sq. Ft. GFA: 56
 Directional Distribution: 87% entering, 13% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.91	0.09 - 11.40	0.78

Data Plot and Equation



General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 41
 Avg. 1000 Sq. Ft. GFA: 62
 Directional Distribution: 18% entering, 82% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.80	0.09 - 8.77	0.61

Data Plot and Equation

