

To: Town of Castle Rock

From: Brian Horan, PE, PTOE
Daniela Gonzalez
Galloway

Date: January 30, 2026

Re: **Keybank Dawson Trails – Castle Rock, CO**
Traffic Conformance Letter



INTRODUCTION

This memorandum provides the results of a traffic conformance analysis performed in support of the proposed site development of a Drive-In Bank use in Castle Rock, Colorado. The proposed site development is located on the southwest corner of Gambel Ridge Blvd & Dawson Trails Blvd and is currently vacant. The site location is shown in Figure 1. A full-sized copy of the site plan is provided as Attachment I.



Figure 1 – Site Location

BACKGROUND

The subject site was previously studied as part of a larger proposed mixed-use development, Dawson Trails, which was supported by a Master Transportation Study (MTS) completed April 2022, specifically the E-2 Planning Area of the MTS, which is shown in Figure 2.



Figure 2 – Dawson Trails E-2 Planning Area

The E-2 Planning Area of the MTS analyzed the full site with the following uses:

- 400 DU Multi-Family Housing (Low Rise)
- 412,000 SF Shopping Center
- 23,000 SF General Office Building

Excerpts from the MTS are included as Attachment II.

The Applicant, Keybank, proposes to develop the subject site with a Drive-In Bank use within the E-2 Planning Area of the MTS. The following memorandum has been prepared for the Town as requested. The purpose is to evaluate the traffic generated by the currently proposed commercial/retail uses in comparison to the assumed uses supported by the approved MTS.

DAWSON TRAILS DEVELOPMENT MTS

As mentioned previously, the MTS is dated April 2022 and contemplates a mix of uses for the Dawson Trails development. The MTS forecasted trip generation estimates for the above development program based on rates/equations published in the Institute of Transportation Engineers (ITE) *Trip Generation*

Manual, 10th Edition and industry standard methodologies. The proposed site is within the E-2 Planning Area of the MTS.

PROPOSED DEVELOPMENT AND TRIP GENERATION COMPARISON

Overview

The Applicant is proposing a Drive-In Bank use within the E-2 planning area of the approved MTS. As such, a comparison of site trips of the E-2 approved uses to the site trips of the proposed use is required. Trip generation estimates for the weekday AM and PM peak hours, as well as the weekday average daily traffic (ADT) for the proposed use, were derived based on rates/equations published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition and methodologies provided in the ITE *Trip Generation Handbook* 3rd Edition.

Trip Generation Comparison

A trip generation analysis comparison is proved in Table 1 and compares the proposed site use against the approved uses for the E-2 Planning Area of the MTS. As shown on Table 1, the proposed use is forecasted to generate 22 net new weekday AM peak hour trips, 42 net new weekday PM peak hour trips, and 195 net new average daily trips. As specific uses were not known and therefore assumed at the time of the original MTS, the currently proposed bank site trips were compared to the total trips of the E-2 Planning Area of the Dawson Trails MTS. This comparison determines how much traffic the proposed bank use would generate of the total traffic that was assumed in the MTIS to be generated by the E-2 planning area. As shown on Table 1, this comparison would allocate 291 weekday AM peak hour trips, 603 PM peak hour trips, and 6,617 average daily trips of the MTIS assumed traffic demand for the remaining lots.

CONCLUSIONS

The conclusions of this comparative analysis are as follows:

1. The subject site was previously contemplated as part of the larger E-2 Planning Area of the Dawson Trails mixed use development in Castle Rock, CO.
2. The E-2 Planning Area of the Dawson Trails MTS prepared April 2022, contemplated the following uses:
 - 400 DU Multi-Family Housing (Low Rise)
 - 412,000 SF Shopping Center
 - 23,000 SF General Office Building
3. The Applicant, Keybank, proposes to develop the subject site within the E-2 Dawson Trails Planning Area with a Drive-In Bank use.
4. A comparison of trip generation between the approved and proposed use suggests that the proposed use would leave a balance of trips for the remaining lots of 291 weekday AM peak hour trips, 603 weekday PM peak hour trips, and 6,617 average daily trips.
5. Based on the trip generation comparison contained herein, the proposed Drive-In Bank use is in conformance and would not impact the conclusions and recommendations of the MTS. The traffic impacts associated with the proposed use would be adequately accommodated by the constructed/proposed road network without the need for additional improvements.

We trust that the information contained herein satisfy the request of the Town of Castle Rock, CO. If you have any questions or need further information, please contact Daniela Gonzalez at DanielaGonzalez@GallowayUS.com or 303-770-8884.

Table 1

Keybank Dawson Trails - Castle Rock, CO
Site Trip Generation Comparison

Land Use	Land Use Code	Amount	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
<u>Approved: E-2 Planning Area</u> ⁽¹⁾										
Multi-Family Housing (Low Rise)	220	400	DU	26	88	114	87	51	138	1,808
Shopping Center	820	412,000	SF	114	70	184	358	388	746	7,388
		<i>Pass-by's (AM 0%/PM 34%)</i>		<u>0</u>	<u>0</u>	<u>0</u>	<u>(122)</u>	<u>(132)</u>	<u>(254)</u>	<u>(2,512)</u>
General Office	710	23,000	SF	13	2	15	2	13	15	128
Total External Trips				153	160	313	447	452	899	9,324
<i>Pass-by's Total</i>				<u>0</u>	<u>0</u>	<u>0</u>	<u>(122)</u>	<u>(132)</u>	<u>(254)</u>	<u>(2,512)</u>
Approved Net New Trips				153	160	313	325	320	645	6,812
<u>Proposed</u> ⁽²⁾										
Drive-In Bank	912	3,035	SF	18	12	30	32	32	64	300
		<i>Pass-by's (AM 29%/PM 35%)</i>		<u>(5)</u>	<u>(3)</u>	<u>(8)</u>	<u>(11)</u>	<u>(11)</u>	<u>(22)</u>	<u>(105)</u>
Proposed Net New Trips				13	9	22	21	21	42	195
Remaining Trips (Proposed minus Approved)				(140)	(151)	(291)	(304)	(299)	(603)	(6,617)

Note(s):

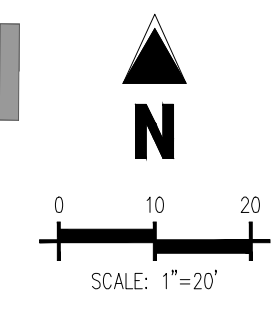
(1) Trip generation based on Dawson Trails Master Transportation Study Dated April 2022

(2) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 12th Edition

Keybank Dawson Trails
Castle Rock, CO

Attachment I

Site Plan



- ### SITE LEGEND
- | | |
|--|---|
| | PROPERTY BOUNDARY LINE |
| | ADJACENT PROPERTY BOUNDARY LINE |
| | RIGHT OF WAY BOUNDARY LINE |
| | ROAD CENTERLINE |
| | EXISTING EASEMENT LINE |
| | PROPOSED EASEMENT LINE |
| | PROPOSED SWALE FLOWLINE |
| | BY OTHERS TO REMAIN |
| | PROPOSED NEW |
| | PROPOSED CURB AND GUTTER |
| | BY OTHERS CURB AND GUTTER |
| | PROPOSED SIDEWALK |
| | BY OTHERS SIDEWALK BY OTHERS |
| | BY OTHERS FENCE TO REMAIN |
| | BY OTHERS WALL |
| | PROPOSED WALL |
| | SITE TRIANGLE |
| | LIMITS OF ARCHITECTURAL SCOPE |
| | ADA PATH OF TRAVEL |
| | PARKING COUNT |
| | EXISTING SIGN |
| | PROPOSED SIGN |
| | PROPOSED PIPE BOLLARD |
| | PROPOSED ADA PARKING SYMBOL |
| | PROPOSED DETECTABLE WARNING TRUNCATED DOMES |
| | PROPOSED PAD MOUNTED TRANSFORMER |
| | BY OTHERS LIGHT POLE |
| | PROPOSED SITE LIGHTING |
| | STORM SEWER MANHOLE OR OTHERS |
| | PROPOSED STORM SEWER MANHOLE |
| | STORM SEWER INLET BY OTHERS |
| | PROPOSED FIRE HYDRANT |
| | BY OTHERS FIRE HYDRANT |

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SITE DEVELOPMENT PLAN
LOT 4 DAWSON TRAILS FILING NO. 2 AMENDMENT 4
KEYBANK
DAWSON TRAILS BLVD. & GAMBEL RIDGE BLVD.
CASTLE ROCK COLORADO

[illegible]

SITE PLAN

SDP26-XXXX - SITE DEVELOPMENT PLAN
LOT 4, DAWSON TRAILS FILING NO. 2 AMENDMENT 4

Attachment II

Dawson Trails– Master Transportation Study dated April 2022 excerpts

Dawson Trails

Master Transportation Study



PREVIOUS SUBMITTAL DATES: July 7, 2021 & December 6, 2021

UPDATED DATE: April 14, 2022

PREPARED FOR:

Dawson Trails I LLC
Dawson Trails II LLC
Westside Property Investment Company, Inc.
4100 East Mississippi Avenue - Suite 500
Denver, CO 80246

PREPARED BY:

Fox Tuttle Transportation Group, LLC
1624 Market Street, Suite 202
Denver, CO 80202

Table 6A – Trip Generation and Phases (External Trips)

Planning Area	Land Use	Size	Unit	Non-Auto Factor	Internal Capture Adjust	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips				Saturday Peak Hour Trips				
						Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out	Peak Factor	Rate	Total	In	Out
A-1	ITE 210 - Single-Family Detached Housing	471	Dwelling Units	0.95	0.65	9.44	2,746	1,373	1,373	0.74	215	54	161	0.99	288	181	107	0.875	0.93	237	128	109
B-1	ITE 210 - Single-Family Detached Housing	484	Dwelling Units	0.95	0.65	9.44	2,821	1,411	1,410	0.74	221	55	166	0.99	296	186	110	0.875	0.93	243	131	112
B-2	ITE 210 - Single-Family Detached Housing	228	Dwelling Units	0.95	0.65	9.44	1,329	665	664	0.74	104	26	78	0.99	139	88	51	0.875	0.93	115	62	53
C-1	ITE 210 - Single-Family Detached Housing	481	Dwelling Units	0.95	0.65	9.44	2,804	1,402	1,402	0.74	220	55	165	0.99	294	185	109	0.875	0.93	242	131	111
C-2	ITE 210 - Single-Family Detached Housing	908	Dwelling Units	0.95	0.65	9.44	5,293	2,647	2,646	0.74	415	104	311	0.99	555	350	205	0.875	0.93	456	246	210
D-1	ITE 210 - Single-Family Detached Housing	955	Dwelling Units	0.95	0.65	9.44	5,567	2,784	2,783	0.74	436	109	327	0.99	584	368	216	0.875	0.93	480	259	221
D-1	ITE 220 - Multi-Family Housing (Low-Rise)	983	Dwelling Units	0.95	0.65	7.32	4,443	2,222	2,221	0.46	279	64	215	0.56	340	214	126	0.875	0.70	372	182	190
E-1	ITE 820 - Shopping Center	30.00	1,000 sq. ft.	0.95	0.50	37.75	538	269	269	0.94	13	8	5	3.81	54	26	28	1.0	4.50	64	33	31
	Pass-by Shopping Center (PM)	34%					183	91	92		0	0	0		18	9	9			0	0	0
	Pass-by Shopping Center (Sat)	26%					0	0	0		0	0	0		0	0	0			17	9	8
E-2	ITE 220 - Multi-Family Housing (Low-Rise)	400	Dwelling Units	0.95	0.65	7.32	1,808	904	904	0.46	114	26	88	0.56	138	87	51	0.875	0.70	151	74	77
	ITE 820 - Shopping Center	412.00	1,000 sq. ft.	0.95	0.50	37.75	7,388	3,694	3,694	0.94	184	114	70	3.81	746	358	388	1.0	4.50	881	458	423
	Pass-by Shopping Center (PM)	34%					2,512	1,256	1,256		0	0	0		254	122	132			0	0	0
	Pass-by Shopping Center (Sat)	26%					0	0	0		0	0	0		0	0	0			229	119	110
	ITE 710 - General Office	23.00	1,000 sq. ft.	0.95	0.60	9.74	128	64	64	1.16	15	13	2	1.15	15	2	13	1.0	0.53	7	4	3
F-1.1	ITE 110 - General Light Industrial (Flex)	135.00	1,000 sq. ft.	0.95	0.85	4.96	541	271	270	0.70	76	67	9	0.63	69	9	60	1.0	0.41	45	21	24
	ITE 710 - General Office (Flex)	135.00	1,000 sq. ft.	0.95	0.60	9.74	749	375	374	1.16	89	77	12	1.15	88	14	74	1.0	0.53	41	22	19
	ITE 710 - General Office	105.00	1,000 sq. ft.	0.95	0.50	9.74	486	243	243	1.16	58	50	8	1.15	57	9	48	1.0	0.53	26	14	12
F-1.2	ITE 220 - Multi-Family Housing (Low-Rise)	440	Dwelling Units	0.95	0.65	7.32	1,989	995	994	0.46	125	29	96	0.56	152	96	56	0.875	0.70	166	81	85
	ITE 710 - General Office	120.00	1,000 sq. ft.	0.95	0.60	9.74	666	333	333	1.16	79	68	11	1.15	79	13	66	1.0	0.53	36	19	17
	ITE 857 Discount Club	180.00	1,000 sq. ft.	0.95	0.65	42.46	4,719	2,360	2,359	0.80	89	54	35	4.19	466	233	233	1.0	6.37	708	347	361
F-1.3	ITE 220 - Multi-Family Housing (Low-Rise)	500	Dwelling Units	0.95	0.65	7.32	2,260	1,130	1,130	0.46	142	33	109	0.56	173	109	64	0.875	0.70	189	93	96
	ITE 710 - General Office	552.00	1,000 sq. ft.	0.95	0.60	9.74	3,065	1,533	1,532	1.16	365	314	51	1.15	362	58	304	1.0	0.53	167	90	77
	ITE 820 - Shopping Center	278.00	1,000 sq. ft.	0.95	0.50	37.75	4,985	2,493	2,492	0.94	124	77	47	3.81	503	241	262	1.0	4.50	594	297	297

Table 6A – Trip Generation and Phases (External Trips)

Planning Area	Land Use	Size	Unit	Non-Auto Factor	Internal Capture Adjust	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips				Saturday Peak Hour Trips				
						Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out	Peak Factor	Rate	Total	In	Out
	ITE 110 - General Light Industrial (Flex)	362.50	1,000 sq. ft.	0.95	0.85	4.96	1,452	726	726	0.70	205	180	25	0.63	184	24	160	1.0	0.41	120	56	64
	ITE 710 - General Office (Flex)	362.50	1,000 sq. ft.	0.95	0.60	9.74	2,013	1,007	1,006	1.16	240	206	34	1.15	238	38	200	1.0	0.53	110	59	51
	Pass-by Shopping Center (PM)	34%					1,695	848	847		0	0	0		171	82	89			0	0	0
	Pass-by Shopping Center (Sat)	26%					0	0	0		0	0	0		0	0	0			154	77	77
G-1	ITE 110 - General Light Industrial	375.00	1,000 sq. ft.	0.95	0.85	4.96	1,502	751	751	0.70	212	187	25	0.63	191	25	166	1.0	0.41	124	58	66
	ITE 110 - General Light Industrial (Flex)	60.00	1,000 sq. ft.	0.95	0.85	4.96	240	120	120	0.70	34	30	4	0.63	31	4	27	1.0	0.41	20	9	11
	ITE 710 - General Office (Flex)	60.00	1,000 sq. ft.	0.95	0.60	9.74	333	167	166	1.16	40	34	6	1.15	39	6	33	1.0	0.53	18	10	8
G-2	ITE 110 - General Light Industrial (Flex)	5.00	1,000 sq. ft.	0.95	0.85	4.96	20	10	10	0.70	3	3	0	0.63	3	0	3	1.0	0.41	2	1	1
	ITE 710 - General Office (Flex)	5.00		0.95	0.60	9.74	28	14	14	1.16	3	3	0	1.15	3	0	3	1.0	0.53	2	1	1
PLD	ITE 530 - High School	2000	Students	1.00	0.10	2.03	406	203	203	0.52	104	70	34	0.14	28	13	15	1.0	0.10	20	13	7
PLD	ITE 488 - Soccer Complex [assuming for all the fields/courts]	5	fields	0.90	0.80	71.33	257	129	128	0.99	4	2	2	16.43	59	39	20	1.0	40.10	144	69	75
PLD	ITE 520 - Elementary School	900	Students	1.00	0.10	1.89	170	85	85	0.67	60	32	28	0.17	15	7	8	1.0	0.00	0	0	0
PLD	ITE 465 - Ice Skating Rink	60	1,000 sq. ft.	0.95	0.80		610	305	305	0.17	8	3	5	1.33	61	34	27	1.0	2.63	120	64	56
Total Pass-by Trips:							4,389	2,195	2,194	AM >	0	0	0	PM >	443	212	231		SAT >	399	205	194
Total New Trips:							57,066	28,361	28,344	AM >	4,248	2,124	2,124	PM >	5,777	2,802	2,975		SAT >	5,503	2,832	2,671
Total Trips (New + Pass-By):							61,455	30,556	30,538	AM >	4,248	2,124	2,124	PM >	6,220	3,014	3,206		SAT >	5,902	3,037	2,865

Source: ITE Trip Generation 10th Edition, 2017. Non-Auto are trips where people walk, bike, use transit, or telecommute instead of travel in an automobile. Internal Capture Adjustment is the multi-purpose trips that go to more than one location within the site but do not drive on the arterial roadways or through the study intersections.

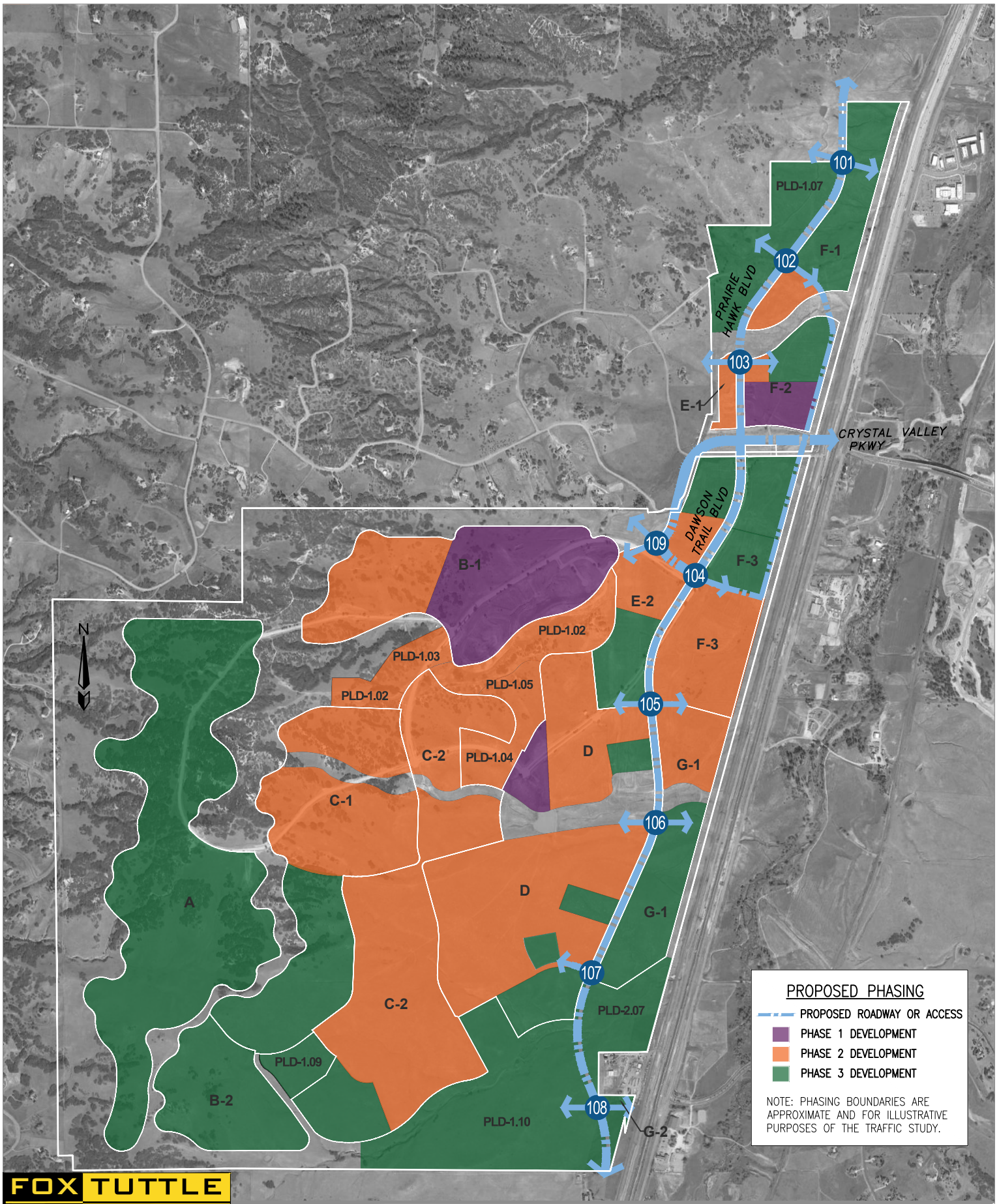
Multi-Family (low-rise)	2,323
Single-Family	3,527
Total DU	5,850

Retail	900
Office	800
Light Industrial	375
Flex	1,125
Total 1,000 Sq. Ft.	3,200

Table 6B – Trip Generation and Phases (Internal Trips)

Planning Area	Land Use	Size	Unit	Non-Auto Factor	Internal Capture Adjust	Average Daily Trips				AM Peak Hour Trips				PM Peak Hour Trips				Saturday Peak Hour Trips				
						Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out	Peak Factor	Rate	Total	In	Out
E-1	ITE 820 - Shopping Center	30.00	1,000 sq. ft.	0.95	0.40	37.75	430	215	215	0.94	11	7	4	3.81	43	21	22	1.0	4.50	51	27	24
E-2	ITE 820 - Shopping Center	412.00	1,000 sq. ft.	0.95	0.40	37.75	5,910	2,955	2,955	0.94	147	91	56	3.81	596	286	310	1.0	4.50	705	367	338
	ITE 710 - General Office	23.00	1,000 sq. ft.	0.95	0.35	9.74	74	37	37	1.16	9	8	1	1.15	9	1	8	1.0	0.53	4	2	2
F-1.1	ITE 110 - General Light Industrial (Flex)	135.00	1,000 sq. ft.	0.95	0.15	4.96	95	48	47	0.70	13	11	2	0.63	12	2	10	1.0	0.41	8	4	4
	ITE 710 - General Office (Flex)	135.00	1,000 sq. ft.	0.95	0.35	9.74	437	219	218	1.16	52	45	7	1.15	52	8	44	1.0	0.53	24	13	11
	ITE 710 - General Office	105.00	1,000 sq. ft.	0.95	0.40	9.74	389	195	194	1.16	46	40	6	1.15	46	7	39	1.0	0.53	21	11	10
F-1.2	ITE 710 - General Office	120.00	1,000 sq. ft.	0.95	0.35	9.74	389	195	194	1.16	46	40	6	1.15	46	7	39	1.0	0.53	21	11	10
	ITE 857 Discount Club	180.00	1,000 sq. ft.	0.95	0.65	42.46	4,719	2,360	2,359	0.80	89	54	35	4.19	466	233	233	1.0	6.37	708	347	361
F-1.3	ITE 710 - General Office	552.00	1,000 sq. ft.	0.95	0.35	9.74	1,788	894	894	1.16	213	183	30	1.15	211	34	177	1.0	0.53	97	52	45
	ITE 820 - Shopping Center	278.00	1,000 sq. ft.	0.95	0.40	37.75	3,988	1,994	1,994	0.94	99	61	38	3.81	402	193	209	1.0	4.50	475	238	237
	ITE 110 - General Light Industrial (Flex)	362.50	1,000 sq. ft.	0.95	0.15	4.96	256	128	128	0.70	36	32	4	0.63	33	4	29	1.0	0.41	21	10	11
	ITE 710 - General Office (Flex)	362.50	1,000 sq. ft.	0.95	0.35	9.74	1,174	587	587	1.16	140	120	20	1.15	139	22	117	1.0	0.53	64	35	29
	Pass-by Shopping Center (PM)	0%				0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	Pass-by Shopping Center (Sat)	0%				0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
G-1	ITE 110 - General Light Industrial	375.00	1,000 sq. ft.	0.95	0.15	4.96	265	133	132	0.70	37	33	4	0.63	34	4	30	1.0	0.41	22	10	12
	ITE 110 - General Light Industrial (Flex)	60.00	1,000 sq. ft.	0.95	0.15	4.96	42	21	21	0.70	6	5	1	0.63	5	1	4	1.0	0.41	4	2	2
	ITE 710 - General Office (Flex)	60.00	1,000 sq. ft.	0.95	0.35	9.74	194	97	97	1.16	23	20	3	1.15	23	4	19	1.0	0.53	11	6	5
G-2	ITE 110 - General Light Industrial (Flex)	5.00	1,000 sq. ft.	0.95	0.15	4.96	4	2	2	0.70	0	0	0	0.63	0	0	0	1.0	0.41	0	0	0
	ITE 710 - General Office (Flex)	5.00		0.95	0.35	9.74	16	8	8	1.16	2	2	0	1.15	2	0	2	1.0	0.53	1	1	0
PLD	ITE 530 - High School	2000	Students	1.00	0.90	2.03	3,654	1,827	1,827	0.52	936	627	309	0.14	252	121	131	1.0	0.10	180	113	67
PLD	ITE 488 - Soccer Complex [assuming for all the fields/courts]	5	fields	0.90	0.20	71.33	64	32	32	0.99	1	1	0	16.43	15	10	5	1.0	40.10	36	17	19
PLD	ITE 520 - Elementary School	900	Students	1.00	0.90	1.89	1,531	766	765	0.67	543	293	250	0.17	138	66	72	1.0	0.00	0	0	0
PLD	ITE 465 - Ice Skating Rink	60	1,000 sq. ft.	0.95	0.20		150	75	75	0.17	2	1	1	1.33	15	8	7	1.0	2.63	30	16	14
Total New Trips:						25,569	12,788	12,781		AM >	2,451	1,674	777	PM >	2,539	1,032	1,507	SAT >	2,483	1,282	1,201	

Source: ITE Trip Generation 10th Edition, 2017.



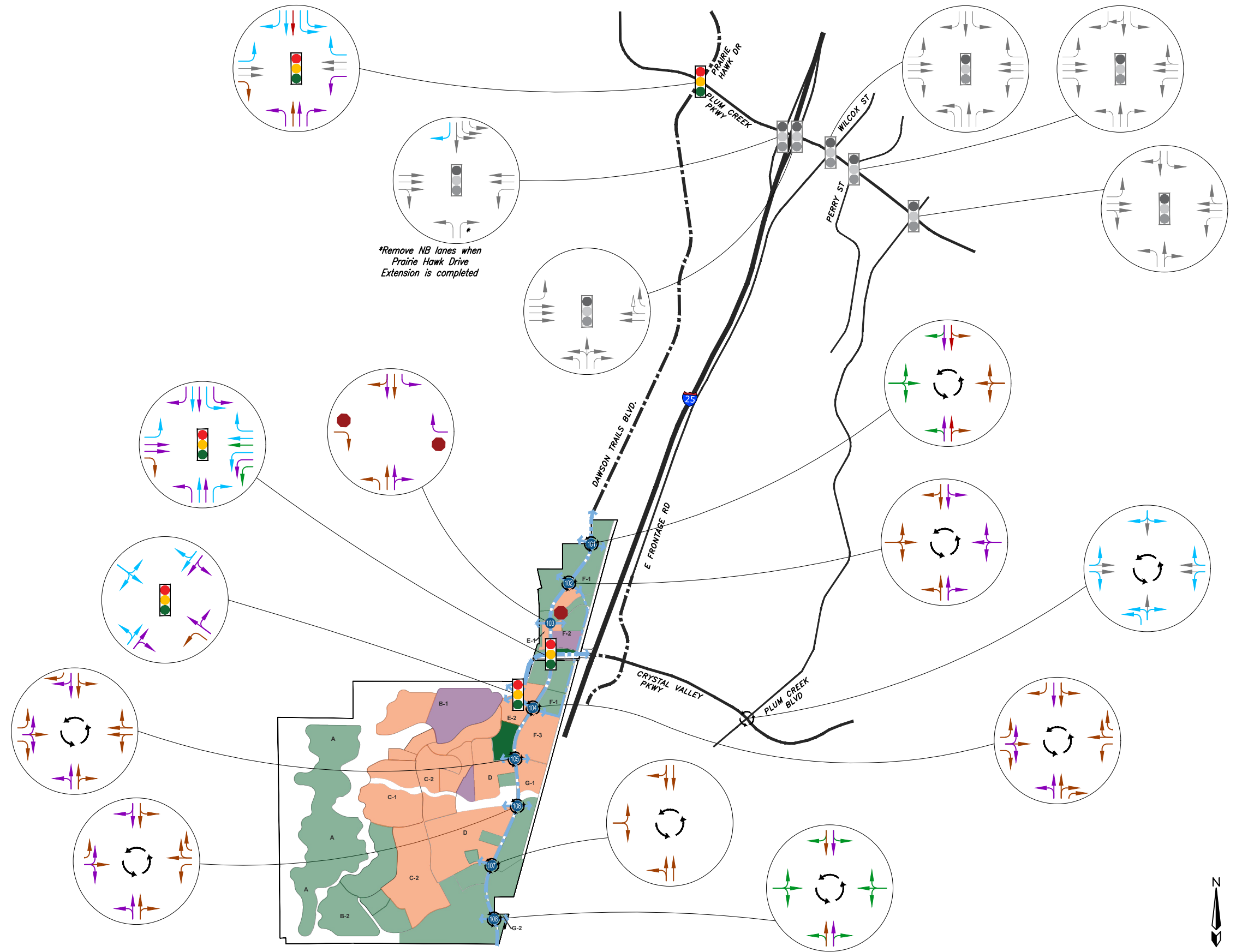
DAWSON TRAILS MASTER TRANSPORTATION STUDY
PROPOSED LAND USES AND PHASING

FT Project #	20092	Original Scale	NTS	Date	4/6/22	Drawn by	CRS	Figure #	2
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KEY

- EXISTING LANE CONFIGURATION
- YR 2025 BACKGROUND LANE CONFIG.
- YR 2025 PROJECT (PH. 1) LANE CONFIG.
- YR 2030 BACKGROUND LANE CONFIG.
- YR 2030 PROJECT (PH. 1+2) LANE CONFIG.
- YR 2040 PROJECT (FULL BUILD) LANE CONFIG.
- EXISTING TRAFFIC CONTROL
- NEW FUTURE TRAFFIC CONTROL

Note: The traffic study provides technical information and evaluates the need for transportation mitigation as traffic grows, but it does not address infrastructure commitments or obligations of Dawson TRAILS. That needs to be discussed and negotiated in the development agreements for the project.



KEY

XX,XXX	WEEKDAY DAILY TRAFFIC VOLUME
	FUTURE ROADWAY NETWORK
	COLLECTOR 2-LANE ROADWAY
	ARTERIAL 4-LANE ROADWAY
	ARTERIAL 6-LANE ROADWAY

Note: Refer to Figure 14 for more detail with respect to required lane geometry to support build out traffic projections.

