Sustainable Traffic Solutions
Joseph L. Henderson PE, PTOE
Traffic Engineer / Principal

October 21, 2026

Emily Martin
Farnsworth Group, Inc.
5631 DTC Parkway, Suite 1100
Greenwood Village, CO 80111

RE: Traffic Conformance Letter to Support the Development of a Bellco Credit Union in the Dawson Trails Development

Dear Emily,

Sustainable Traffic Solutions has prepared this traffic conformance letter to support the development of a Bellco Credit Union on Lot 8 of Dawson Trails Filing No. 2. The following sections describe the project and compare the trip generation for the proposed land use to the land use assumed in the traffic impact study for the development.

Introduction / Project Description

The Bellco Credit Union will be located on Lot 8 of Dawson Trails Filing No. 2; the northwest corner of Gamble Ridge Boulevard / Quandary Peak Drive. Access to the credit union will be from an internal roadway that is adjacent to a right-in/right-out access to Quandary Peak Drive. Other adjacent intersections include a full movement access on Gamble Ridge Boulevard, and a right-in/right-out access on Dawson Trails Boulevard. Figure 1 contains a vicinity map showing the location of the Bellco Credit Union, and Figure 2 contains a site layout including a 3,048 ft^2 building.

Proposed Conditions

The trip generation assumed in the Dawson Trails Master Transportation Study[1] (MTS) was compared to the trip generation for the proposed Bellco Credit Union. The MTS assumed the shopping center land use for commercial areas in the F-3 planning area. Table 1 contains a comparison of the Bellco Credit Union with the shopping center land use. The shopping center land use includes several different land uses, so internal trip capture is included in the trip generation rates for that land use. Table 6A of the MTS included a 0.5 internal trip capture in addition to the trip capture that is inherent in the shopping center land use. Therefore, it was appropriate to apply the internal trip rate to the Bellco Credit Union. The table shows the following comparison of external trips. The Bellco Credit Union is expected to generate;

- 228 fewer trips on an average weekday,
- Six additional trips during the morning peak hour,
- Six fewer trips during the evening peak hour, and
- Five fewer trips during the Saturday peak hour.

[1] Dawson Trails Master Transportation Study. Fox Tuttle Transportation Group, LLC. Updated April 14, 2022.

Therefore, the external trips generated during the peak hours for the Bellco Credit Union are expected to be very similar to the external trips for the shopping center that was assumed in the MTS.

Peak Hour Trip Assignment

Peak hour trip assignments were prepared to demonstrate the impact of the traffic generated by the Bellco Credit Union on the external intersections near the site. Figures 3 through 5 show that the volumes passing through the adjacent intersections will be minimal.

Conclusions

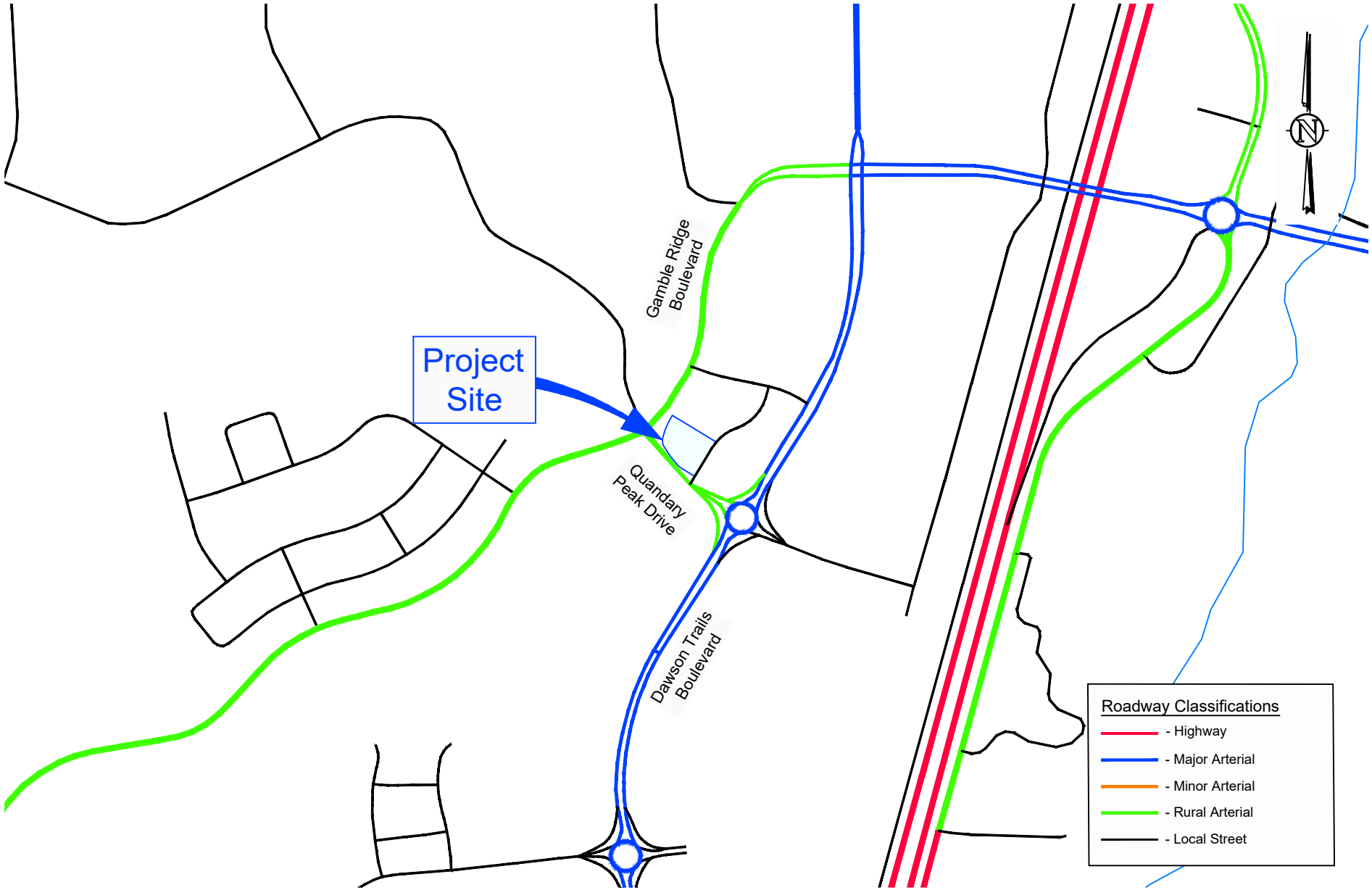
Constructing the Bellco Credit Union on Lot 8 of Dawson Trails Filing No. 2 will have minimal impact on the traffic operations on the adjacent streets and intersections because the peak hour trip generation for the two uses is very similar. The proposed site access will be sufficient for the operation of the credit union, so no changes will be required. Therefore, the impact of the traffic generated by the Bellco Credit Union will be comparable to the impact of the shopping center that was assumed in the MTS.

Please contact me with questions.

Sincerely,

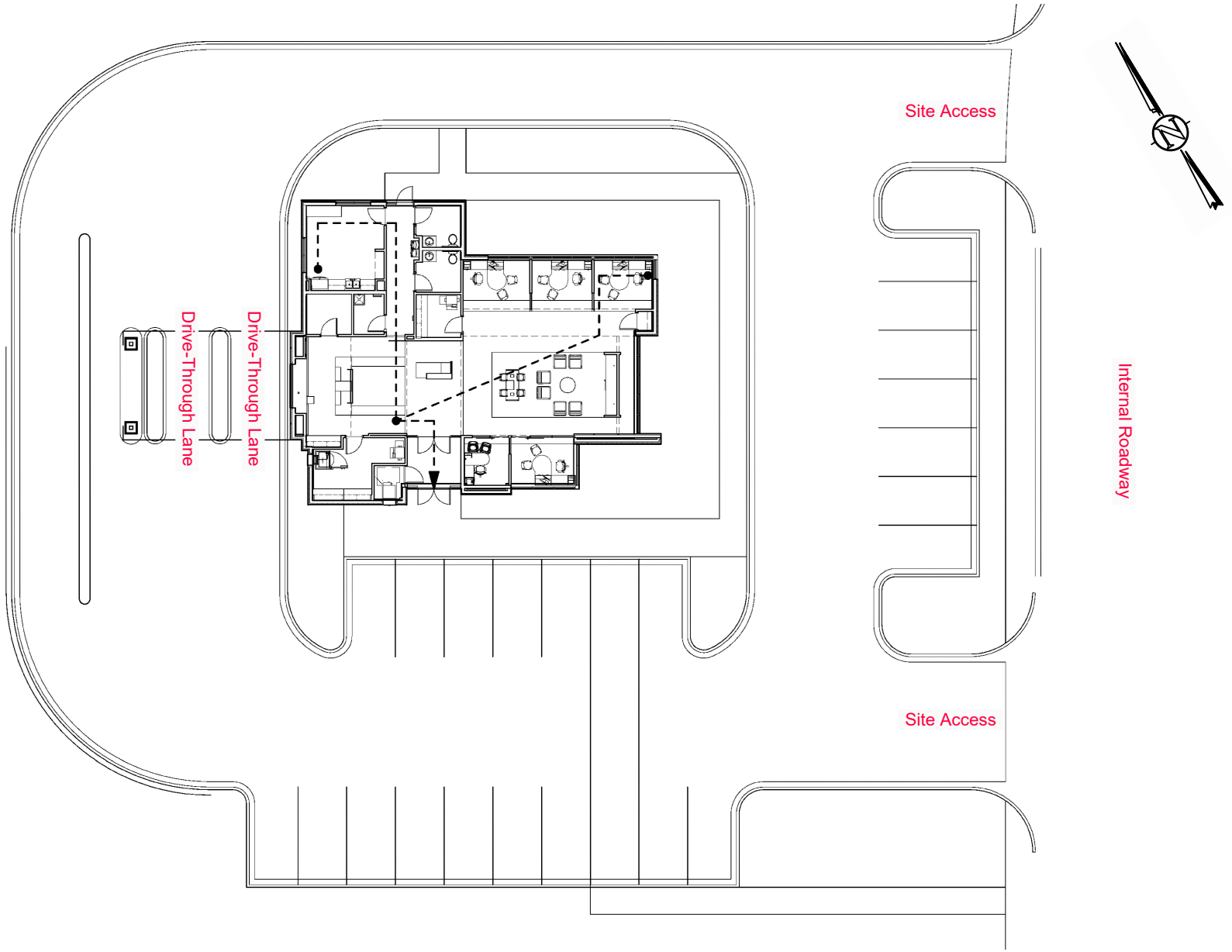


Joseph L. Henderson, PE, PTOE
Project Manager / Principal



Dawson Trails Bellco Credit Union Traffic Conformance Letter
VICINITY MAP

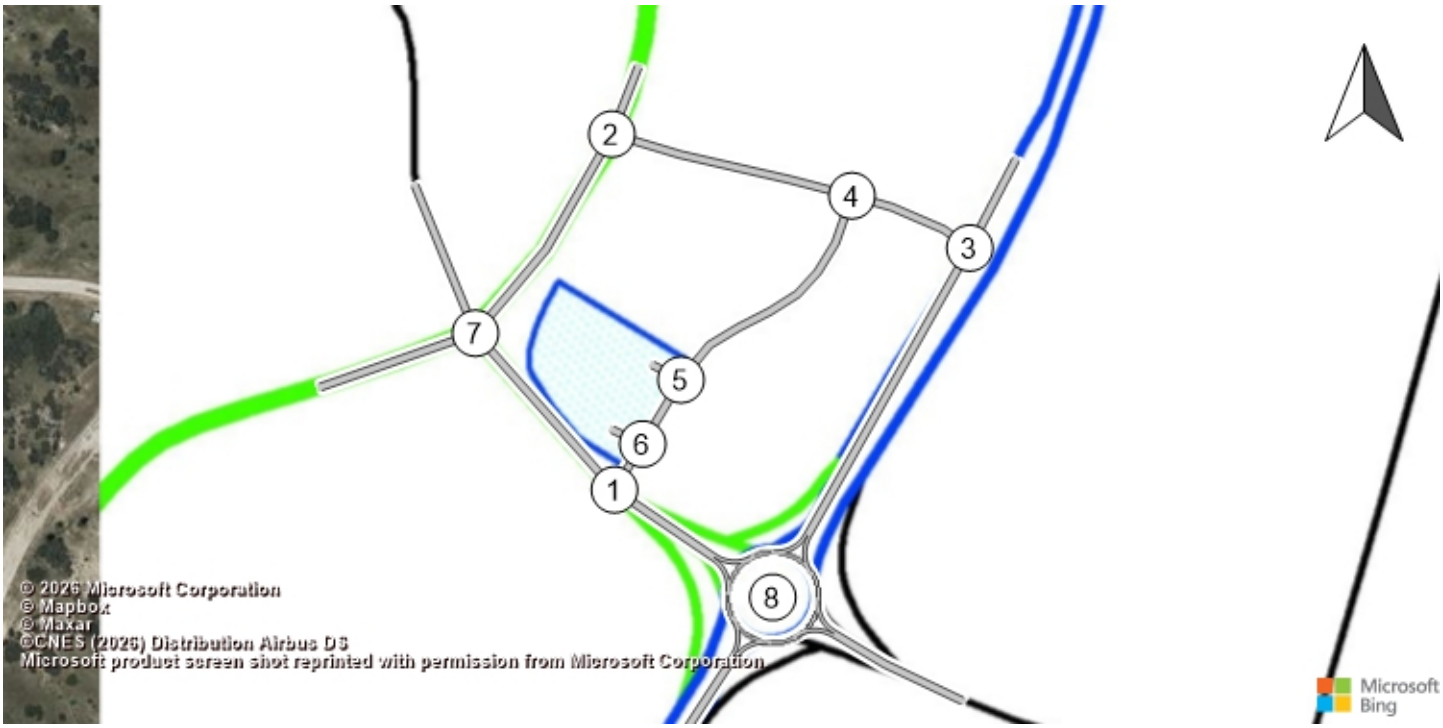
Scale	1" = 750'	Date	October 21, 2026	Drawn by	JLH	Job #	Farnsworth Group	Figure	1



Dawson Trails Bellco Credit Union Traffic Conformance Letter
SITE PLAN

Scale	NTS	Date	October 21, 2026	Drawn by	JLH	Job #	Farnsworth Group	Figure	2

Figure 3. Morning Peak Hour Trip Assignment for External Trips



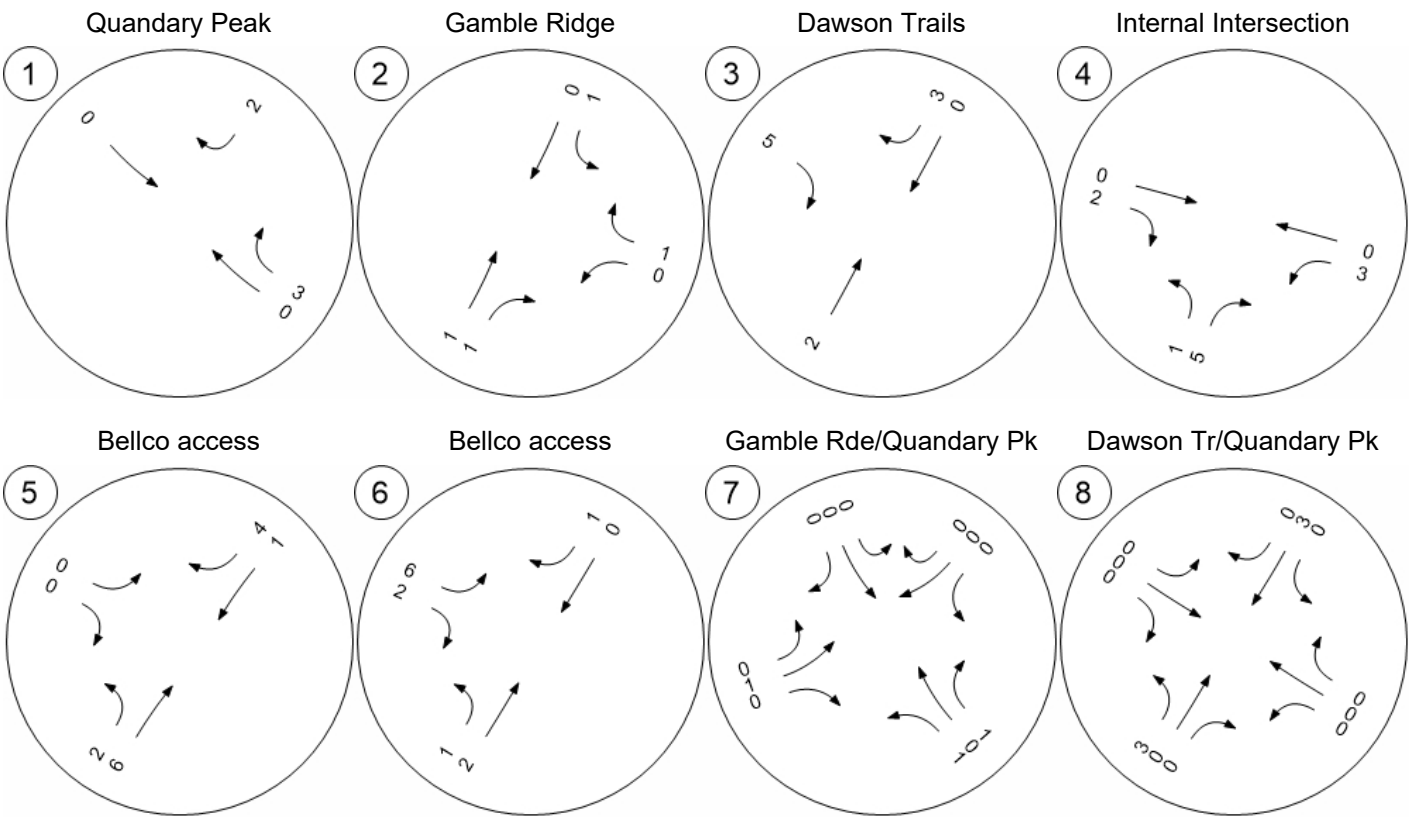
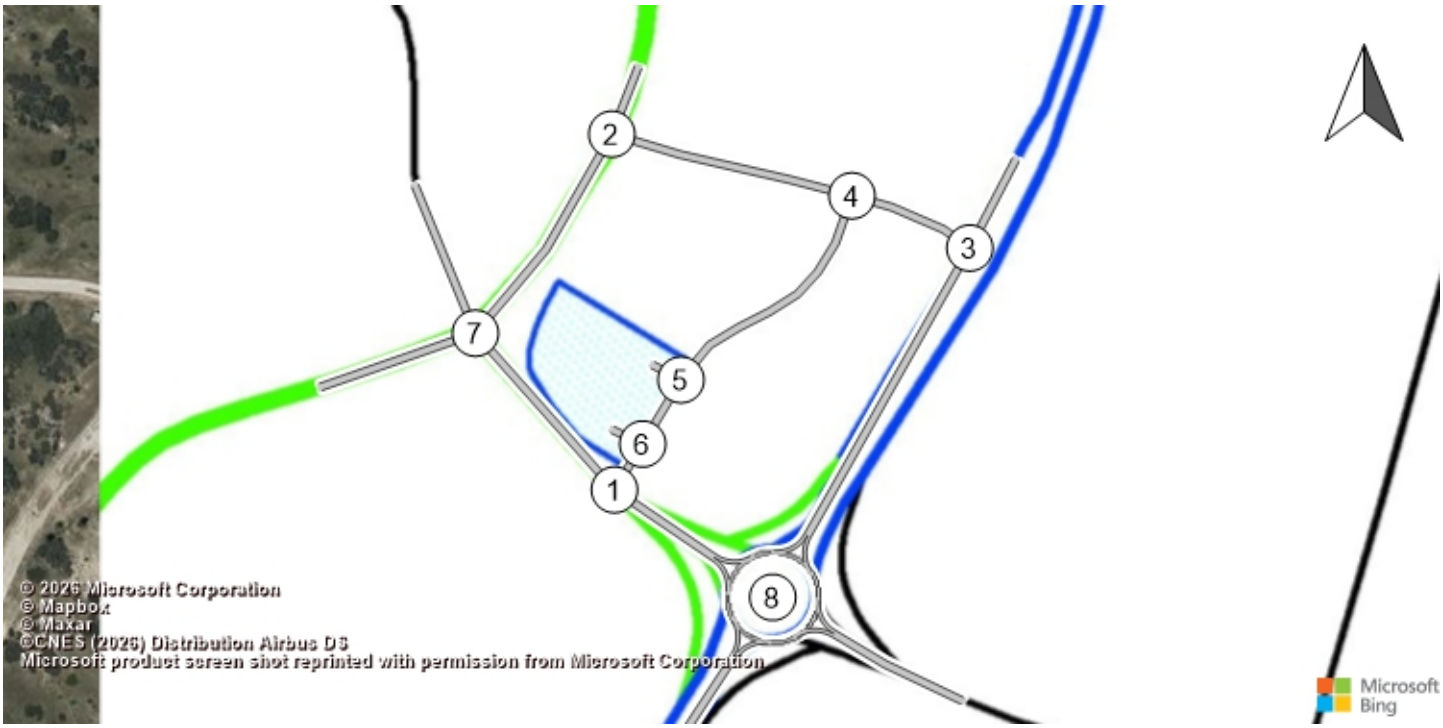


Figure 4. Evening Peak Hour Trip Assignment for External Trips



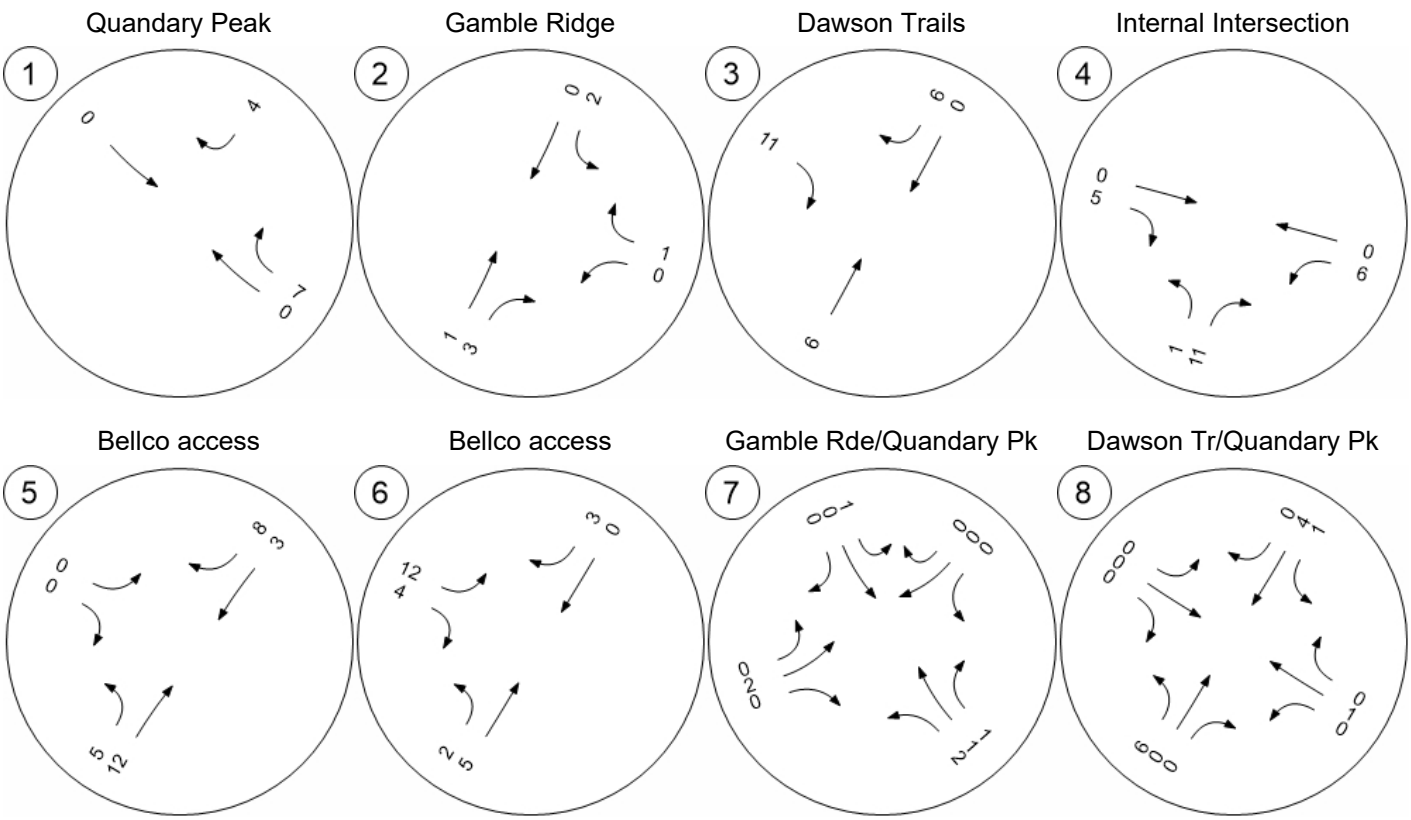
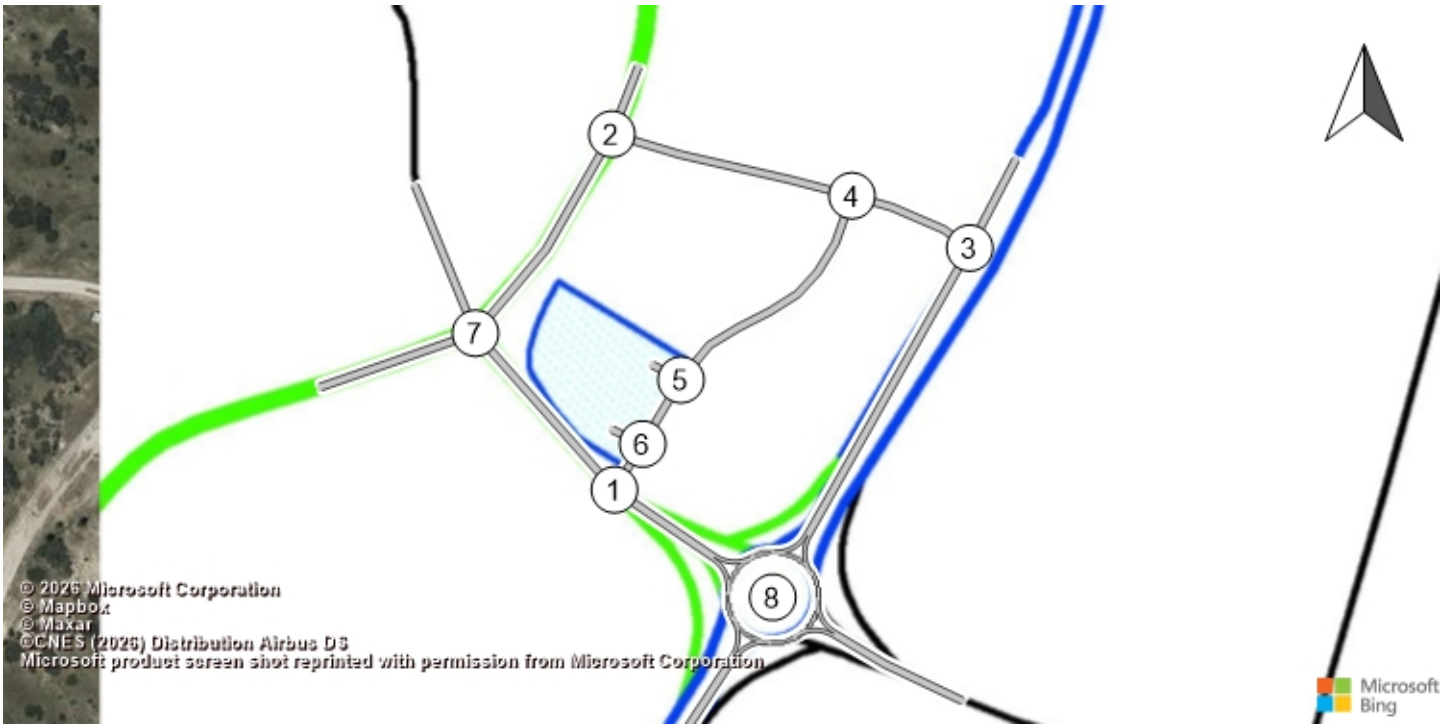


Figure 5. Saturday Peak Hour Trip Assignment for External Trips



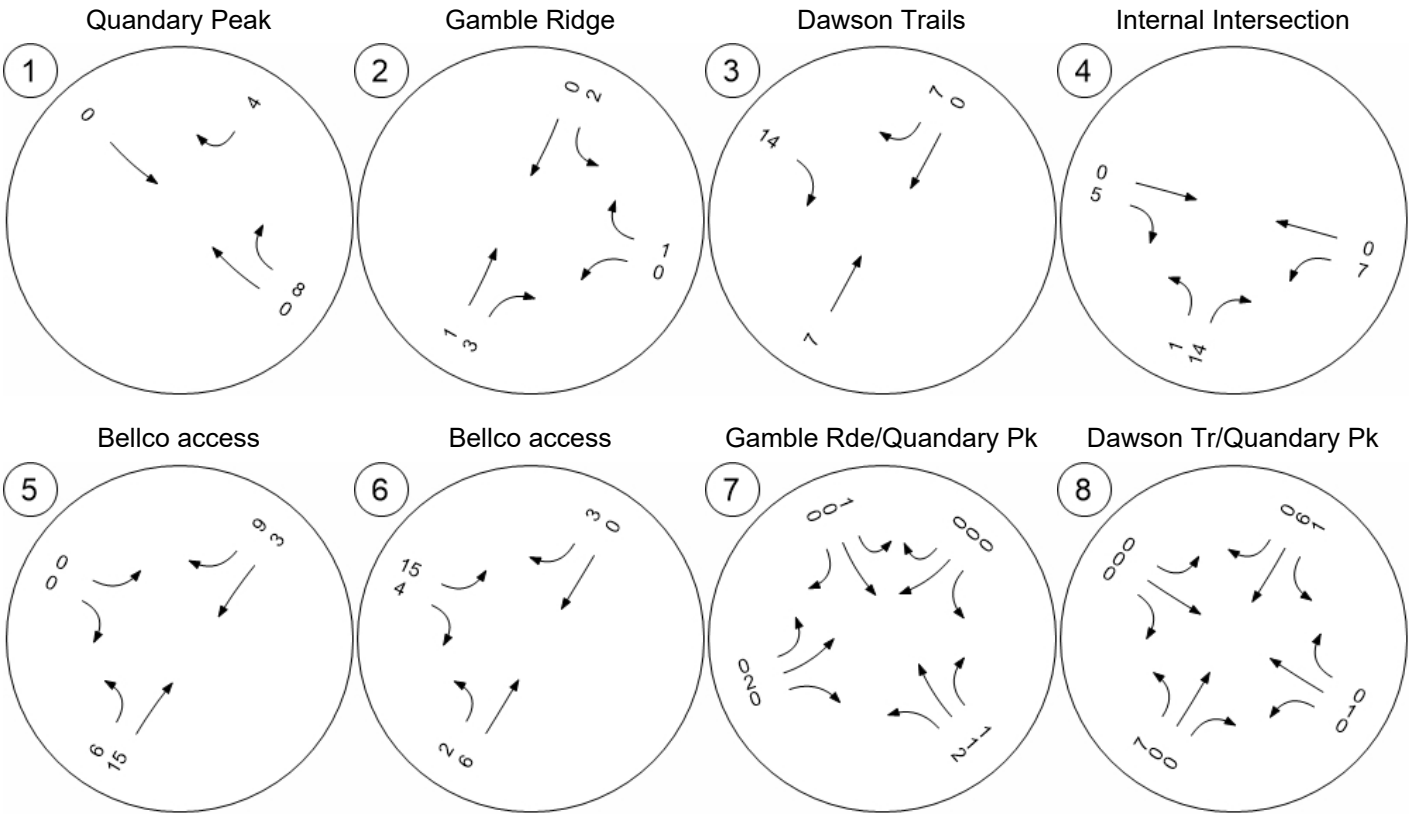


Table 1. Trip Generation Estimate and Comparison

Land Use	ITE Code[1]	Size	Unit	Average Daily Trips				Morning Peak Hour Trips				Evening Peak Hour Trips				Saturday Peak Hour Trips			
				Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out	Rate	Total	In	Out
Proposed Land Use																			
Drive-In Bank [1]	912	3.048	1,000 ft^2	98.85	302	151	151	9.95	32	18	14	21.03	64	32	32	26.24	80	41	39
Internal Trip Capture [2]	---			---	-152	-76	-76	---	-16	-9	-7	---	-32	-16	-16	---	-40	-20	-20
Net External Trips	---			---	150	75	75	---	16	9	7	---	32	16	16	---	40	21	19
Land Use Assumed in the Dawson Trails Master Transportation Study [3]																			
Shopping Center [4]	820	10	1,000 ft^2	37.75	378	189	189	0.94	10	5	5	3.81	38	18	20	4.50	45	23	22
Difference	---	---	---	---	-228	-114	-114	---	6	4	2	---	-6	-2	-4	---	-5	-2	-3

Notes:

1. The trip generation estimate is based on rates contained in the Trip Generation Manual, 12th Edition (Institute of Transportation Engineers, August 2025).

2. 50% internal trip capture was assumed in the Dawson Trails Master Transportation Study for the commercial areas. The shopping center land use includes several different land uses, so internal trip capture is included in the trip generation rates for that land use. Therefore, it was appropriate to apply the internal trip rate to an individual land use.

3. Dawson Trails Master Transportation Study. Fox Tuttle Transportation Group, LLC. Updated April 14, 2022.

4. The shopping center land use was assumed in the Dawson Trails Master Transportation Study for the commercial areas in F-3 development areas. A 0.2 FAR was assumed to determine the size of the building. The Trip Generation Manual, 10th Edition was used in the study.