

To: Town of Castle Rock

From: Cooper Riddell-Brosig
Galloway

Date: July 3, 2025
Revised: November 10, 2025
Revised: April 1, 2026

Re: **King Soopers 165 – 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 mix of commercial/retail uses anchored by a grocery store and gas station use in Castle Rock, Colorado. The proposed site development is located south of Crystal Valley Pkwy, north of the future Quandary Peak Dr, west of the future Gambel Ridge Blvd, and east of the future Dawson Trails Blvd and is currently vacant. The site location is shown in Figure 1.



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. The full planning area for Dawson Trails is shown in Figure 2.

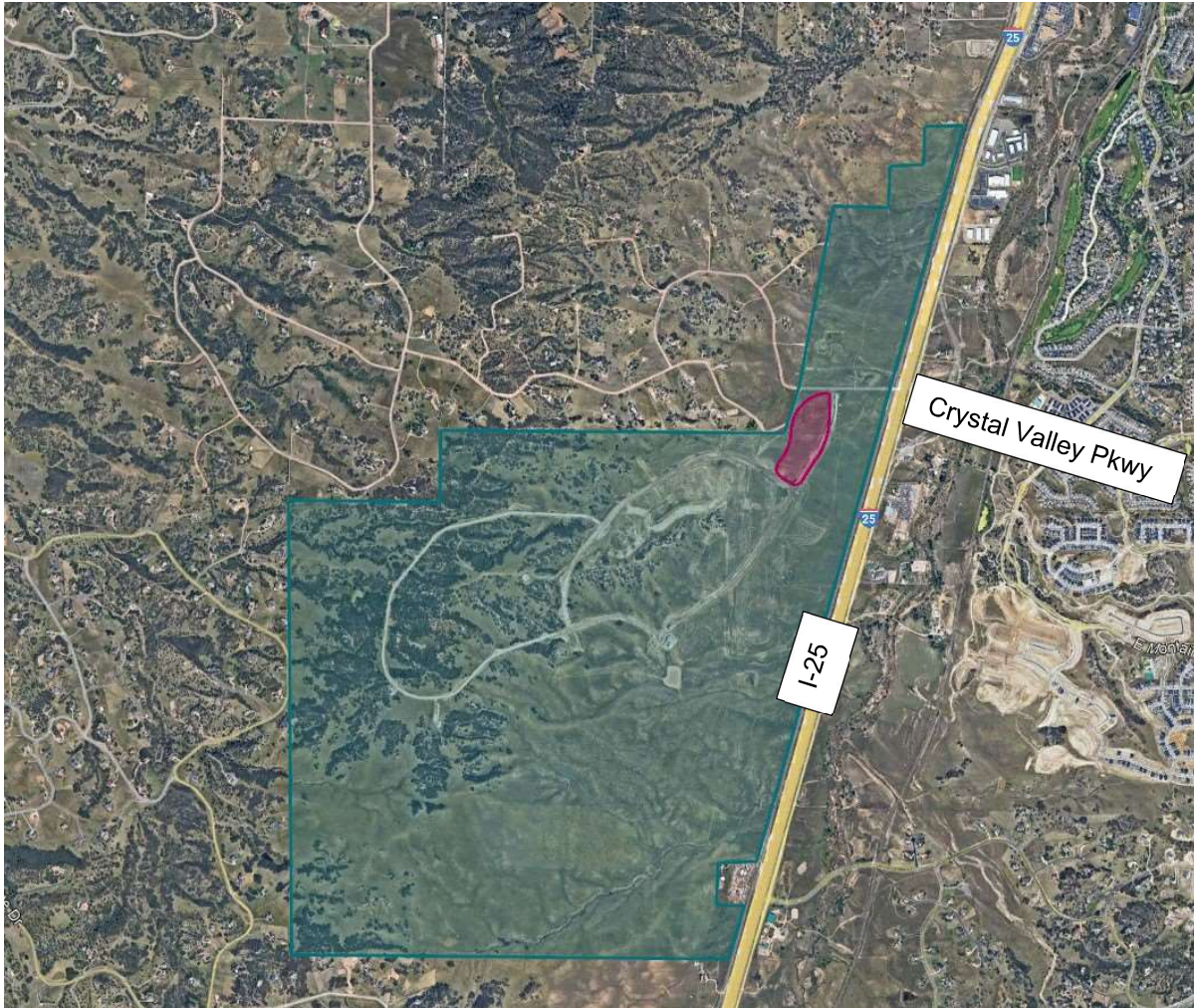


Figure 2 – Dawson Trails Area

The MTS analyzed the full site with the following uses:

- 3,527 DU Single-Family Detached
- 2,323 DU Multi-Family Housing
- 720,000 SF Shopping Center
- 1,362,500 SF General Office Building
- 937,500 SF General Light Industrial
- 180,000 SF Discount Club
- 2,000 Student High School
- 5 Field Soccer Complex
- 900 Student Elementary School
- 60,000 SF Ice Skating Rink

The proposed site area is within the E-2 Planning Area of the MTS which contemplated the following uses:

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

Excerpts from the MTS are included as Attachment I.

The Applicant, King Soopers, proposes to develop the subject site with a mix of commercial/retail uses anchored by a grocery store and gas station use. As not all users are identified, a conservative assumption was made that 20% of the total land area would be usable square footage for the shopping center use (LUC 820). As a result, the following development program was assumed for the subject site:

- 187,960 SF Shopping Center
- 14 FP Gas Station

A full-sized copy of the site plan is provided as Attachment II. 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. In accordance with these ITE assumptions, the previously approved uses for the E-2 Planning Area would generate:

- 313 net new weekday AM peak hour trips (153 in/160 out),
- 645 net new weekday PM peak hour trips (325 in/320 out), and
- 6,812 net new average daily trips.

PROPOSED DEVELOPMENT AND TRIP GENERATION COMPARISON

Proposed Trip Generation

The Applicant is proposing a mix of commercial/retail uses anchored by a grocery store and gas station use for the subject site in place of the previously assumed uses for the E-2 planning area of the approved MTS. Trip generation estimates for the weekday AM and PM peak hours, as well as the weekday average daily traffic (ADT), for the proposed development were derived based on rates/equations published in the ITE *Trip Generation Manual*, 12th Edition for the proposed uses.

According to ITE, in some cases the driveway volumes at a particular land use are different from the amount of traffic added to the adjacent street system. Uses such as gas station establishments attract a portion of their trips from traffic that is already present on the road network. Pass-by trips are those trips which are made as intermediate stops on the way to a primary destination. An example of a pass-by trip would be one in which a driver stops at a gas station on his/her way home from work.

The proposed use would experience pass-by trips consistent with the primary use located on site. In recognition of this phenomenon and consistent with ITE published data, the following pass-by reductions were applied to the trip generation analysis:

- Shopping Center: 0% PM/ 34% PM
- Gas Station: 63% AM/ 57% PM

In accordance with these ITE assumptions the proposed use would generate, at build-out and full occupancy, the following trips to the network:

- 306 net new weekday AM peak hour trips (183 in/123 out),
- 615 net new weekday PM peak hour (302 in/313 out), and
- 5,549 net new average daily trips.

Trip Generation Comparison

The trip generation for the currently proposed development programs was compared to the previously approved uses within the E-2 planning area of the approved MTS. A trip generation analysis comparison

is provided in Table 1. As shown in Table 1, the comparison of the previously approved use to the proposed use for the shows that the proposed use is forecasted to generate:

- 7 **fewer** weekday AM peak hour trips (30 additional in/37 fewer out),
- 30 **fewer** weekday PM peak hour trips (23 fewer in/7 fewer out), and
- 1,263 **fewer** average daily trips.

SITE ACCESS & AUXILIARY LANES

Site access is proposed via a right-in right-out (RIRO) access and a $\frac{3}{4}$ movement access on Gambel Ridge Blvd, a RIRO access on Quandary Peak Dr, and a RIRO access, a right-out only access, and a $\frac{3}{4}$ movement access on Dawson Trails Blvd. Per the Town of Castle Rock Transportation Design Criteria Manual, the design standards for deceleration lanes are determined using the State of Colorado's State Highway Access Code (SHAC). It was determined that all access locations on Gambel Ridge Blvd and Dawson Trails Blvd require deceleration lanes for the turn movements into the subject site with the exception of the SE Site Access southbound right turn movement since there will be three travel lanes in the direction of the right turn. No accelerations lanes would be required for the vehicles leaving the subject site. The designated turn lanes that will be provided for the subject site include:

- Gambel Ridge Blvd
 - NW Site Access (RIRO)
 - Northbound right turn lane – 75' storage + 120' taper
 - SW Site Access (3/4)
 - Northbound right turn lane – 70' storage + 128' taper
 - Southbound left turn lane – 90' storage + 120' taper
- Dawson Trails Blvd
 - NE Site Access (RIRO)
 - Southbound right turn lane – 175' storage + 120' taper
 - SE Site Access (3/4)
 - Northbound left turn lane – 85' storage + 120' taper
- Quandary Peak Dr
 - S Site Access (RIRO)
 - Westbound right turn lane – 105' storage + 40' taper

These proposed auxiliary lanes can be seen in the site plan in Attachment II.

CONCLUSIONS

The conclusions of this comparative analysis are as follows:

1. The subject site was previously contemplated as part of the E-2 Planning Area of the larger Dawson Trails mixed use development in Castle Rock, CO.
2. The Dawson Trails Master Transportation Study (MTS) prepared April 2022, contemplated the following uses for the E-2 Planning Area:
 - 400 DU Multi-Family Housing (Low Rise)
 - 412,000 SF Shopping Center
 - 23,000 SF General Office Building
3. The Applicant, King Soopers, proposes to develop the subject site with the following uses:
 - 187,960 SF Shopping Center
 - 14 FP Gas Station

4. A comparison of trip generation between the approved and proposed use suggests that the proposed use would generate 7 fewer weekday AM peak hour trips, 30 fewer weekday PM peak hour trips, and 1,263 fewer average daily trips.
5. Based on the trip generation comparison contained herein, the proposed mix of commercial/retail uses anchored by a grocery store with gas station use would not change the conclusions 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.
6. Auxiliary lanes for the proposed subject site will be provided for all access locations on Gambel Ridge Blvd and Dawson Trails Blvd with the exception of the SE Site Access southbound right turn movement since there will be three travel lanes in the direction of the right turn.
7. The proposed accesses would not negatively impact the surrounding roadway network or the recommendations and conclusions of the MTS.

We trust that the information contained herein satisfies the request of the Town of Castle Rock, CO. If you have any questions or need further information, please contact Cooper Riddell-Brosig at CooperRiddell@GallowayUS.com or 303-770-8884.

Table 1

King Soopers 156 - 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
		<u>Pass-by (AM 0%/PM 34%)</u>		<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
<u>Pass-by Total</u>				<u>0</u>	<u>0</u>	<u>0</u>	<u>-122</u>	<u>-132</u>	<u>-254</u>	<u>-2,512</u>
Approved E-2 Planning Area Net New Total				153	160	313	325	320	645	6,812
<u>Proposed</u> ⁽²⁾										
Shopping Center (>150k)	820	187,960	SF	154	94	248	392	409	801	6,840
		<u>Pass-by (AM 0%/PM 34%)</u>		<u>0</u>	<u>0</u>	<u>0</u>	<u>-133</u>	<u>-139</u>	<u>-272</u>	<u>-2,326</u>
Gas Station	944	14	FP	79	79	158	100	99	199	2,408
		<u>Pass-by (AM 63%/PM 57%)</u>		<u>-50</u>	<u>-50</u>	<u>-100</u>	<u>-57</u>	<u>-56</u>	<u>-113</u>	<u>-1,373</u>
Total External Trips				233	173	406	492	508	1,000	9,248
<u>Pass-by Total</u>				<u>-50</u>	<u>-50</u>	<u>-100</u>	<u>-190</u>	<u>-195</u>	<u>-385</u>	<u>-3,699</u>
Proposed Net New Total				183	123	306	302	313	615	5,549
Difference (Proposed minus Approved)				30	(37)	(7)	(23)	(7)	(30)	(1,263)

Note(s):

(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 10th Edition(2) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 12th Edition

Attachment I

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.

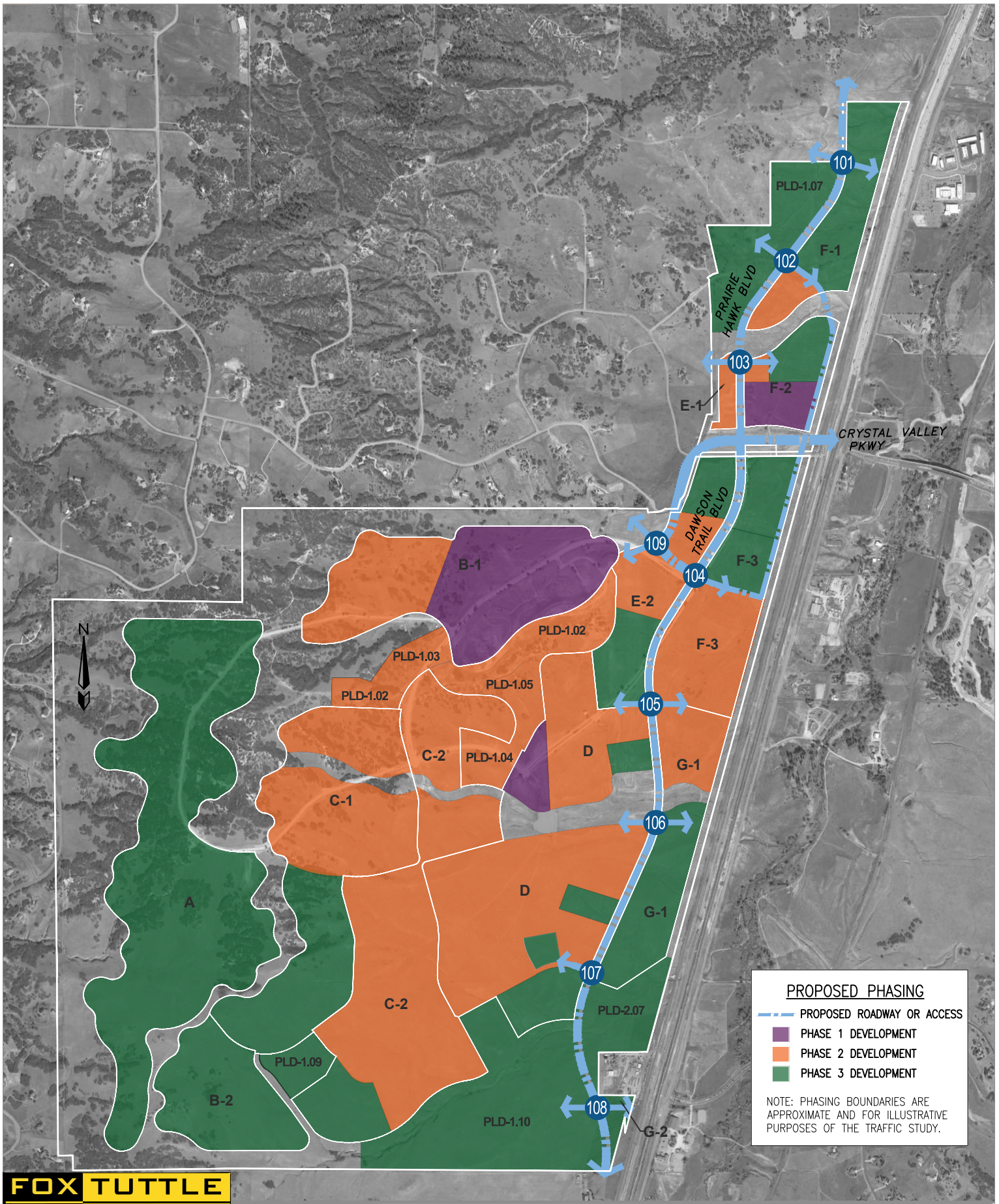
Multi-Family (low-rise)	2,323
Single-Family	3,527
Total DU	5,850

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	

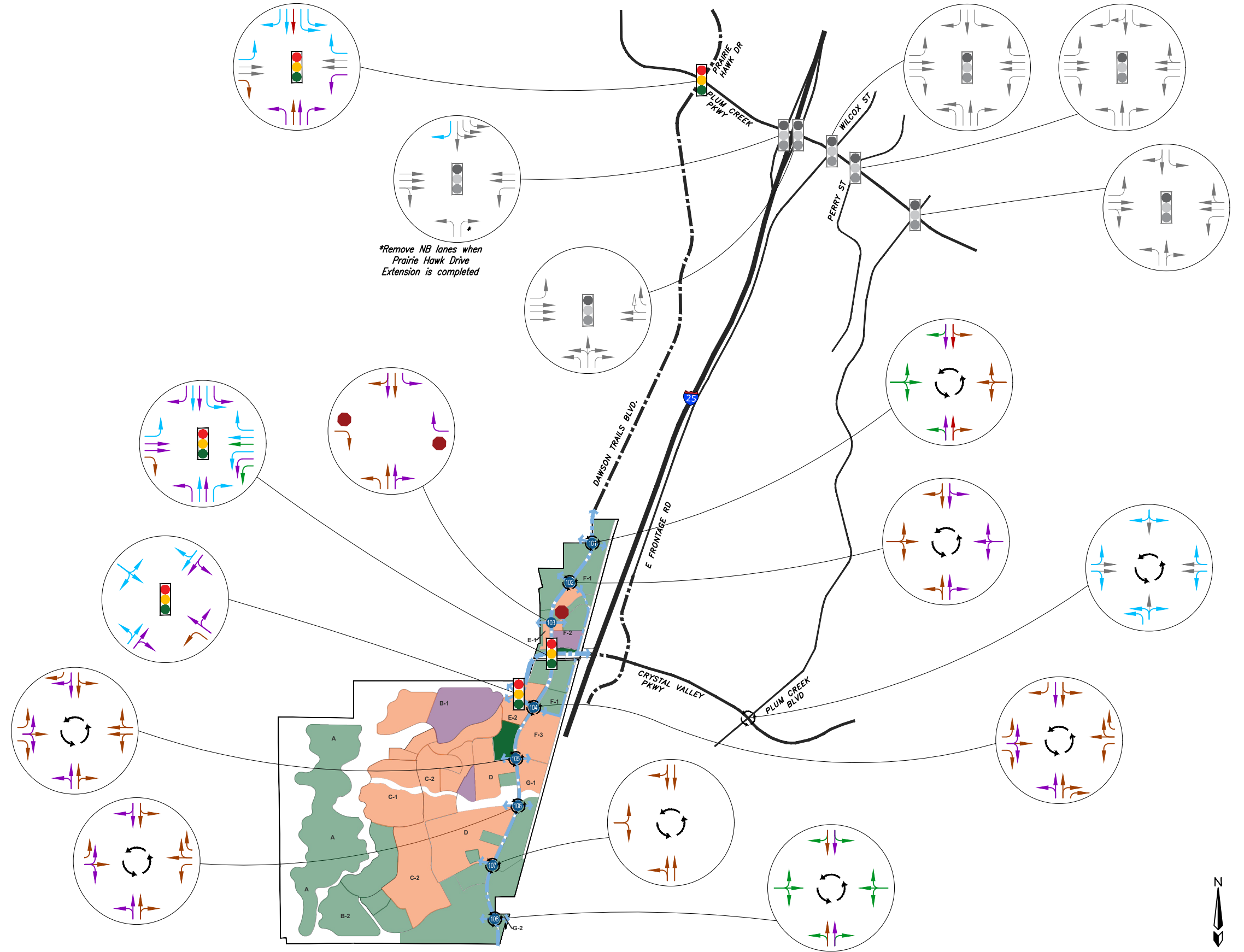
Source: ITE Trip Generation 10th Edition, 2017.



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

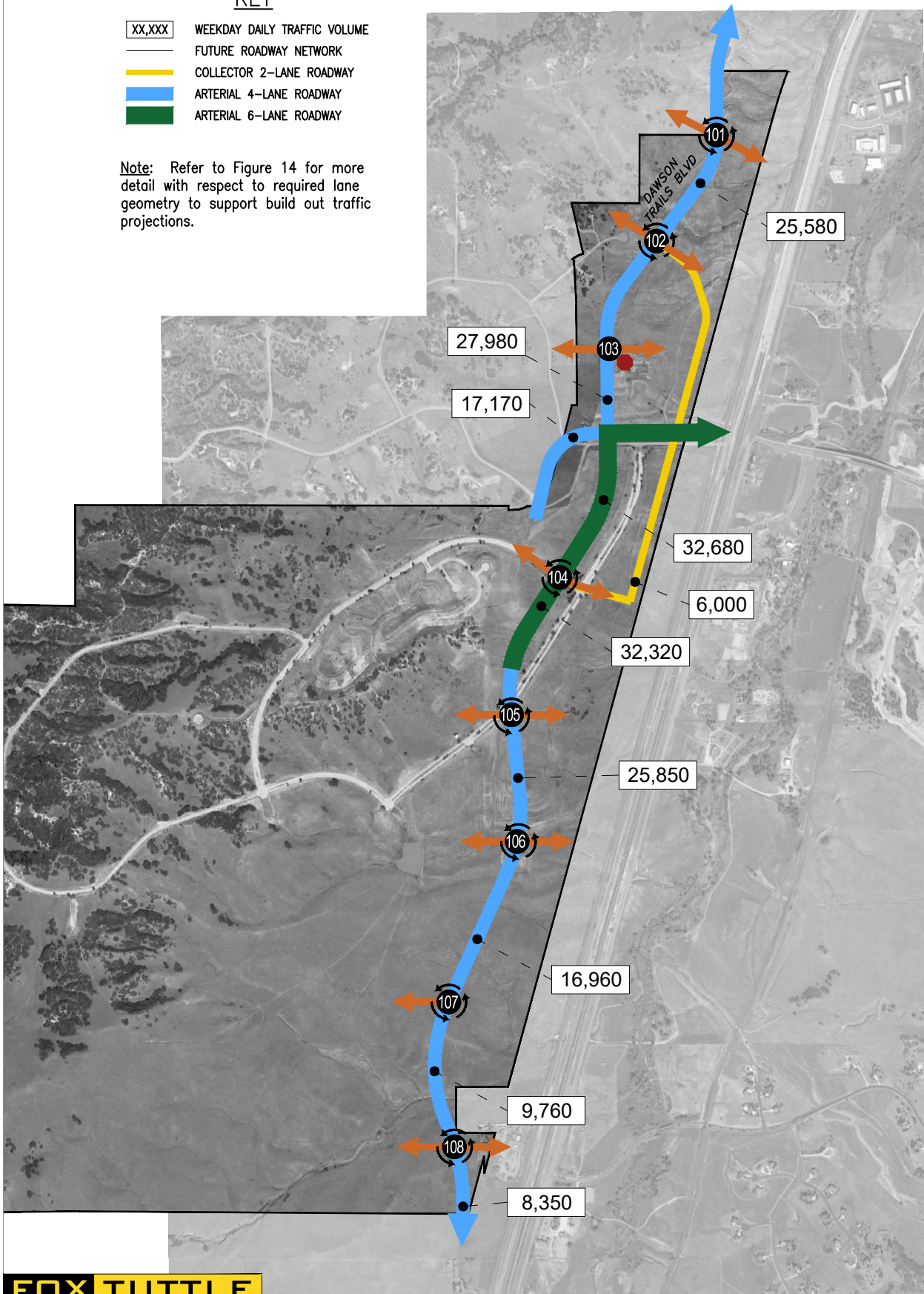
Note: The traffic study provides technical information and evaluates the need for transportation mitigation as traffic grows, but it does not address infrastructure commitments or obligations of Dawson TRAILS. That needs to be discussed and negotiated in the development agreements for the project.



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.



King Soopers 165
Castle Rock, CO

Attachment II

Site Plan

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION



CONSTRUCTION DOCUMENT
LOT 1, DAWSON TRAILS FILING No. 2, AMENDMENT 4

KING SOOPERS #165

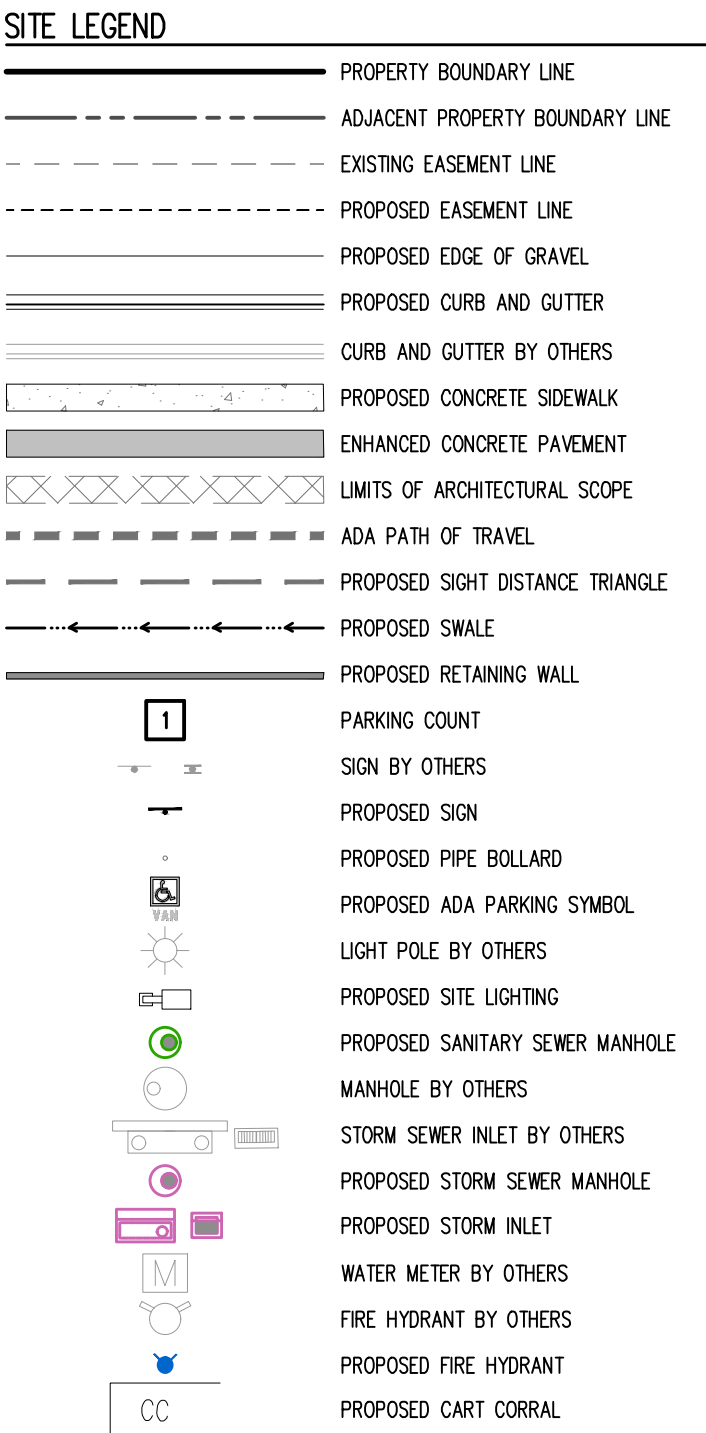
CRYSTAL VALLEY PKWY & DAWSON TRAILS BLVD
CASTLE ROCK, COLORADO

[illegible]

OVERALL SITE PLAN

C1.0

4 of 91



PHASING NOTE:
ALL IMPROVEMENTS SHALL BE PERFORMED IN ONE SINGLE PHASE OF CONSTRUCTION.

SURVEYOR TO OBTAIN AUTOCAD FILE FROM ENGINEER AND VERIFY ALL HORIZONTAL CONTROL DIMENSIONING PRIOR TO CONSTRUCTION STAKING. SURVEYOR MUST VERIFY ALL BENCHMARK, BASIS OF BEARING AND DATUM INFORMATION TO ENSURE IMPROVEMENTS WILL BE AT THE SAME HORIZONTAL AND VERTICAL LOCATIONS SHOWN ON THE DESIGN CONSTRUCTION DRAWINGS. PRIOR TO CONSTRUCTION STAKING ANY DISCREPANCY MUST BE REPORTED TO OWNER AND ENGINEER PRIOR TO CONTINUATION OF ANY FURTHER STAKING OR CONSTRUCTION WORK.

CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL INFORMATION FOR FINAL ACCEPTANCE OF WORK FOR ANY LOCAL, STATE OR FEDERAL AGENCY, UTILITY DISTRICT OR ANY OTHER AGENCY OR DISTRICT HAVING APPROVAL AUTHORITY OVER WORK. THIS INFORMATION MAY INCLUDE, BUT IS NOT LIMITED TO, AS-BUILT PLANS, CERTIFICATIONS, INSPECTIONS AND REPORTS.

NOTE: CONTRACTOR MUST COORDINATE WORK WITH UTILITY COMPANY AND CITY PRIOR TO BEGINNING WORK AND IS RESPONSIBLE FOR ALL MATERIALS, LABOR, REPAIRS, ETC. TO COMPLETE WORK AND RESTORE AREA TO SAME STATE PRIOR TO STARTING WORK

CONTRACTOR RESPONSIBLE FOR AS-BUILT DRAWINGS, TESTS,
REPORTS AND/OR ANY OTHER CERTIFICATES OR INFORMATION
AS REQUIRED FOR ACCEPTANCE OF WORK FROM CITY, UTILITY
DISTRICTS OR ANY OTHER GOVERNING AGENCY.

UNLESS OTHERWISE NOTED, CONTRACTOR TO PROTECT LANDSCAPING IN PLACE AND REPLACE TO MATCH IF DISTURBED. CONTRACTOR TO CAP AND REINSTALL IRRIGATION AS NECESSARY TO MAINTAIN IRRIGATION TO EXISTING LANDSCAPING.

NOTE: CONTRACTOR SHALL PROTECT ALL EXISTING SURVEY MONUMENTATION. CONTRACTOR SHALL HAVE LICENSED SURVEYOR REPLACE ANY DAMAGED OR DISTURBED MONUMENTATION AT THEIR COST.

BASIS OF BEARING

BEARINGS FOR THIS DESCRIPTION ARE BASED UPON THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 21, TOWNSHIP 8 SOUTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, BEING ASSUMED TO BEAR N 89°55'56" W, FROM THE SOUTH SIXTEENTH CORNER COMMON TO SECTIONS 21 & 22, BEING MONUMENTED BY A 1" DIAMETER PIPE WITH A 2" DIAMETER ALUMINUM CAP STAMPED "LS 6935 - 1988", TO THE SOUTHEAST SIXTEENTH CORNER OF SAID SECTION 21, BEING MONUMENTED BY A #5 REBAR WITH A 1-1/2" INCH DIAMETER ALUMINUM CAP STAMPED "LS 10377", WITH ALL BEARINGS CONTAINED HEREIN RELATIVE THERETO.

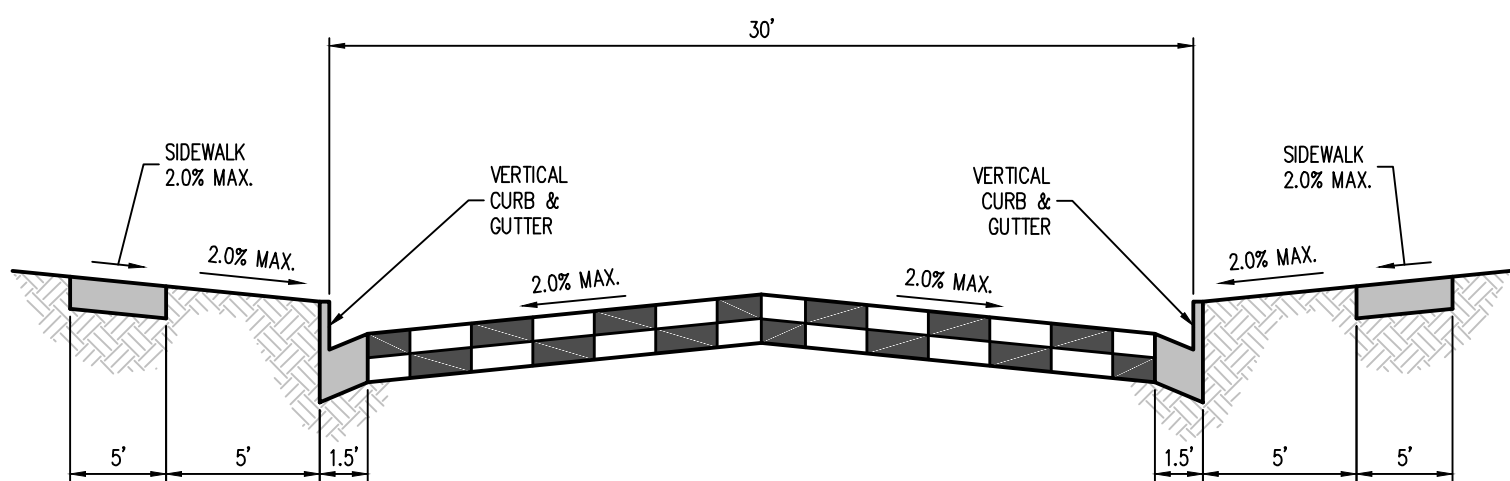
BENCHMARK

THE ELEVATION AND CONTOURS SHOWN HEREON ARE BASED UPON NGS STATION X 396 (PID KKK1331), BEING A STANDARD NOS STEEL DEEPDROW, WITH A PUNCHMARK, IN A STANDARD NOS LOGO CAP SET IN A CONCRETE SLAB, FLUSH TO THE GROUND. MONUMENT LIES 0.25 MI SOUTH OF THE INTERSECTION OF DOUGLAS LANE LEADING EAST, 121.1 FT EAST OF THE CENTERLINE OF THE NORTHBOND LANES OF INTERSTATE 25, 86.6 FT SOUTH OF THE CENTER OF A PRIVATE DRIVE LEADING EAST TO A FRAME HOUSE, 38.1 FT EAST OF THE CENTERLINE OF THE EAST FRONTAGE ROAD OF INTERSTATE 25, 5.6 FT NORTH OF A UTILITY POLE, ABOUT LEVEL WITH THE HIGHWAY, AND 1 FT WEST OF A FIBERGLASS WITNESS POST AND SHEEP FENCE. PUBLISHED ELEVATION = 6355.09 NAVD88

CAUTION – NOTICE TO CONTRACTOR

1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.

2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.



PRIVATE DRIVE TYPICAL SECTION
NOT TO SCALE

TOWN APPROVAL BLOCK

TOWN OF CASTLE ROCK APPROVAL
PLANS ARE HEREBY APPROVED FOR ONE YEAR FROM
DATE OF DEVELOPMENT SERVICES APPROVAL

APPROVED BY:

DEVELOPMENT SERVICES

DATE _____

PROFESSIONAL ENGINEER CERTIFICATION

I HEREBY AFFIRM THAT THESE FINAL CONSTRUCTION PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH ALL APPLICABLE TOWN OF CASTLE ROCK AND STATE OF COLORADO STANDARDS AND STATUTES, RESPECTIVELY; AND THAT I AM FULLY RESPONSIBLE FOR ALL DESIGN AND REVISIONS RELATIVE TO SAID PLANS.

JENNY ROMANO, PE #44401

DATE _____