



ALDRIDGE TRANSPORTATION CONSULTANTS, LLC

Advanced Transportation Planning and Traffic Engineering

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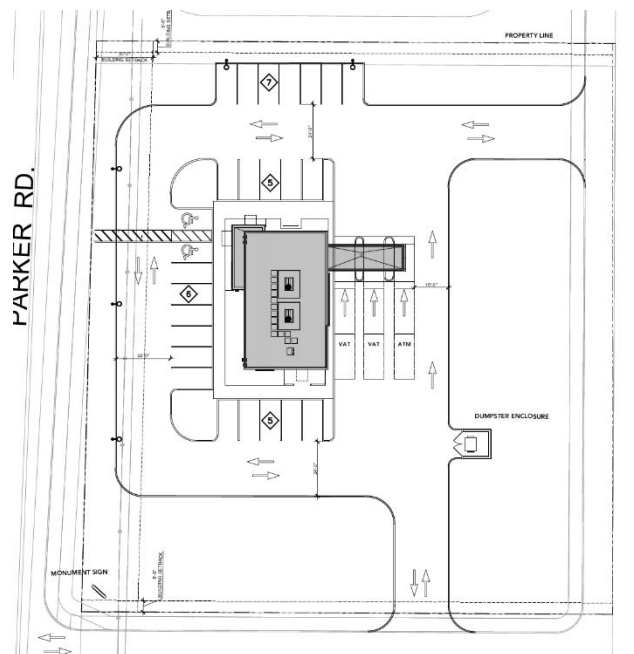
April 22, 2025

Ms. Erin Hogle
Vocon Partners, LLC
3142 Prospect Avenue E
Cleveland, OH 44115

RE: Letter of Conformance
Huntington National Bank – Parker Pointe, Parker, CO

Dear Ms. Hogle:

Per your request, I reviewed the proposed 2,500 square foot bank development and its conformance with the Parker Pointe Traffic Impact Study dated August 21, 2024. The building will be located on the west side of the site, as marked by the red box on the vicinity map. A site plan is also provided.





The first trip generation worksheet below shows the trip generation for the proposed 2,500 square foot bank building. The rates and values are from the ITE Trip Generation Manual, 11th Edition. Shown are the average daily traffic and the AM and PM peak hour trips. The second trip generation shows the trip generation for the total Parker Pointe development. Included in the total is a 5,000 square foot bank building.

Trip Generation Worksheet for the Proposed Bank								
ITE CODE	LAND USE	UNIT	QUANTITY	ADT	AM		PM	
					IN	OUT	IN	OUT
912	Bank	KSF	2.5	100.36	5.77	4.18	10.50	10.50
				251	14	10	26	26
Total Trips				251	14	10	26	26

Trip Generation Worksheet for Parker Pointe								
ITE CODE	LAND USE	UNIT	QUANTITY	ADT	AM		PM	
					IN	OUT	IN	OUT
720	Medical Office	KSF	30	36.00	2.45	0.65	1.18	2.75
				1080	74	20	35	83
934	Fast-Food McDonald's	KSF	4.8	467.48	22.75	21.86	17.18	15.85
				2242	109	105	82	76
912	Bank	KSF	5	100.36	5.77	4.18	10.50	10.50
				502	29	21	53	53
943	Auto Parts Store	KSF	6	16.60	1.38	0.53	0.80	1.26
				100	8	3	5	8
948	Automated Car Wash	Tunnel	1				38.75	38.74
							39	39
937	Coffee Shop	KSF	2	533.57	43.80	42.08	19.50	19.50
				1067	88	84	39	39
Total Trips				4990	307	233	253	296



The daily and peak hour trip generation for the proposed bank is approximately 250 trips fewer than reported in TIS. During the AM and PM peak hours, the number of entering trips is half of what was initially reported in the TIS.

The difference in peak hour trips during the AM period is minimal and does not warrant a significant change in the level of service (LOS), volume-to-capacity (V/C) ratios, or the 95th percentile queue length for adjacent streets and intersections as determined in the TIS. Similarly, during the PM peak hour, the variation is insufficient to result in any notable improvement in LOS, V/C ratios, or 95th percentile queue lengths.

In my professional opinion, the trip generation difference is insignificant. The proposed 2,500 square foot Huntington National Bank complies with the August 24, 2024, Parker Pointe Traffic Impact Study. No changes to the roadway configuration or layout are needed for the bank building.

If you have any questions or require further information, please contact me at 303-703-9112. Thank you for the opportunity to be of service.

Respectfully submitted,
Aldridge Transportation Consultants, LLC

John M.W. Aldridge, P.E.
Principal



ATC is professional service firm specializing in traffic engineering and transportation planning. ATC's principal, John M.W. Aldridge is a Colorado licensed professional engineer. In the past 20 years, ATC has prepared over 1,000 traffic impact studies, designed over 100 traffic signals, and has provided expert witness testimony on engineering design and access issues on multi-million-dollar interchange and highway projects in Kansas and Colorado.