



**SM ROCHA, LLC**

TRAFFIC AND TRANSPORTATION CONSULTANTS

---

July 3, 2025

Drew Balsick  
Flying Horse Development  
2138 Flying Horse Club Drive  
Colorado Springs, Colorado 80921

**RE: Flying Horse North Clubhouse / Traffic Generation Analysis**  
**El Paso County, Colorado**  
PCD File No. PPR259

Dear Drew,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Flying Horse North Clubhouse. This development is located near the southwest corner of Old Stagecoach Road and Allen Ranch Road in El Paso County, Colorado.

This information has been revised to address County Staff review comments made to the June 2025 version regarding sight distance references, deviation requests, and referenced traffic volumes.

The intent of this analysis is to present traffic volumes likely generated by the proposed development and consider potential impacts to the adjacent roadway network. This letter also serves as an update to the previously approved Flying Horse North Updated Traffic Impact Analysis<sup>1</sup> prepared for the overall Preliminary Plan application and the Flying Horse North Filing No. 1 Updated Traffic Impact Analysis<sup>2</sup> prepared for the Final Plat application, pursuant to Section B.1.2.C of El Paso County's Engineering Criteria Manual (ECM)<sup>3</sup>.

The following is a summary of analysis results.

### **Site Description and Access**

Land for the development is currently occupied by the existing Flying Horse North Golf Course clubhouse and surrounded by open space and a mix of recreational and residential land uses. The proposed development is understood to entail the expansion of the existing clubhouse and associated parking lot.

---

<sup>1</sup> Flying Horse North: Updated Traffic Impact Analysis, LSC Transportation Consultants, Inc., July 21, 2016.

<sup>2</sup> Flying Horse North Filing No. 1: Updated Traffic Impact Analysis, LSC Transportation Consultants, Inc., July 10, 2018.

<sup>3</sup> El Paso County Engineering Criteria Manual, El Paso County, January 9, 2025.

Existing access to the development is provided via one full-movement access onto Allen Ranch Road (referred to as Site Access). Upon expansion of the existing clubhouse, this access drive is planned to be relocated approximately 260 feet to the north.

General site and access locations are shown on Figure 1.

A site plan, as prepared by HR Green, Inc., is shown on Figure 2. This plan is provided for illustrative purposes only.

A conceptual sight distance exhibit, illustrating approximate intersection sight distance triangles, is included for reference in Attachment A. This two-dimensional exhibit does not consider the potential for landscaping, utility, nor vertical curve obstructions, and was prepared in accordance to Section 2.4.1.D, Table 2-35, of the County's ECM, and Section 9.5.3.2 of the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highway and Streets (Green Book)<sup>4</sup> and is provided for illustrative purposes only.

As illustrated, the conceptual sight distance exhibit shows how a minimum of 390 feet of intersection sight distance is needed along Allen Ranch Road. As a result, the conceptual sight distance exhibit implies that intersection sight distance and access spacing requirements are being met.

---

<sup>4</sup> A Policy on Geometric Design of Highways and Streets (7<sup>th</sup> Edition), American Association of State Highway and Transportation Officials, 2018.





Not to Scale



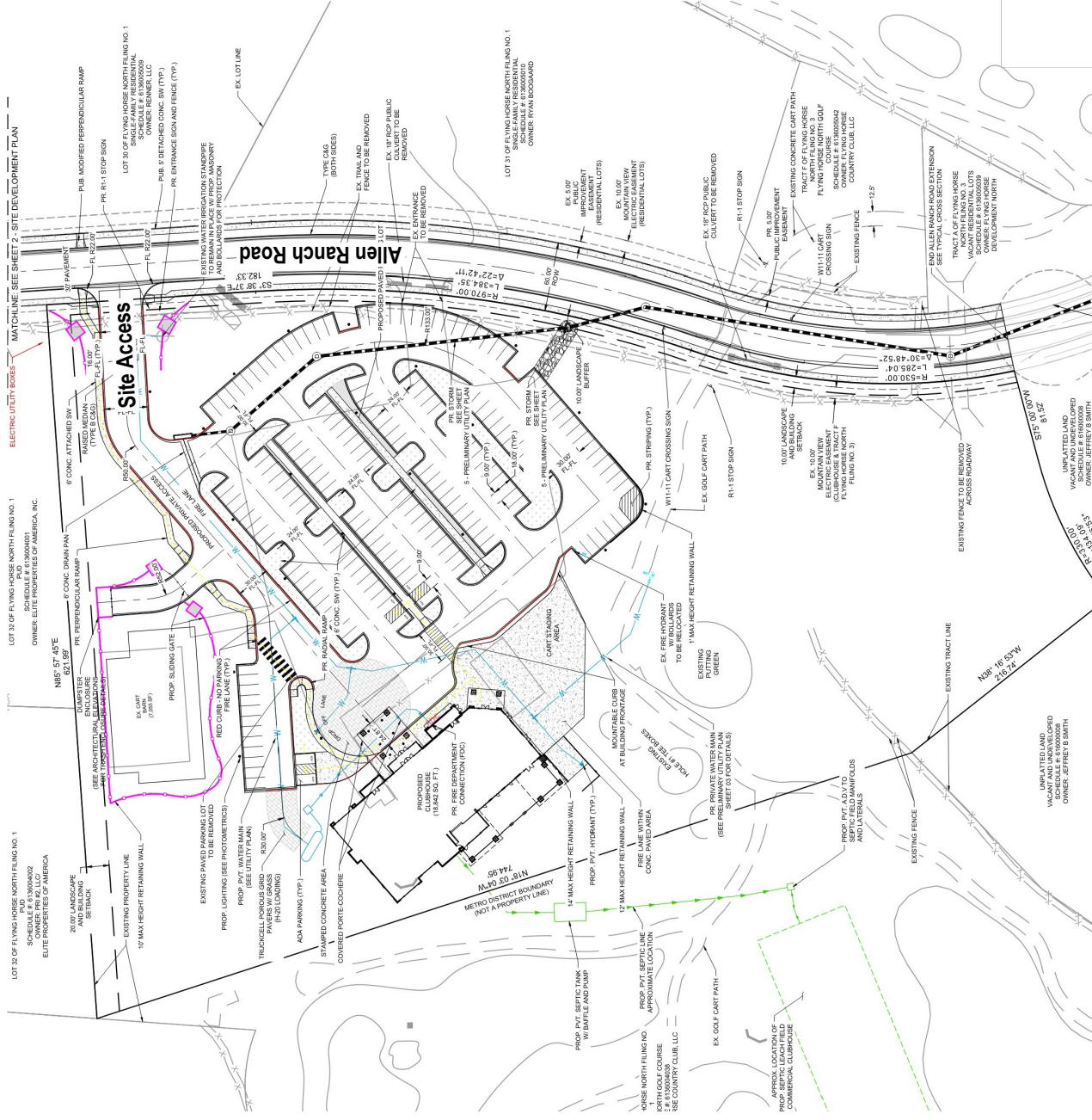
Figure 1  
SITE LOCATION







Not to Scale





## Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 11<sup>th</sup> Edition, were applied to the existing land use in order to estimate the average daily traffic (ADT) and peak hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from point of origin to point of destination.

It is noted that ITE's Trip Generation Manual does not provide traffic generation information specifically for a golf course clubhouse facility as it is considered an ancillary use to the golf course. As such, the expansion of the existing Flying Horse North Golf Course clubhouse is not expected to impact traffic volumes generated by the development as these volumes are dependent solely upon the number of holes provided by the golf course. Therefore, it was assumed that existing traffic volumes for the clubhouse would not change upon the proposed expansion.

Table 1 presents average trip generation rates for the existing development area. Use of average trip generation rates presents a conservative analysis. ITE land use code 430 (Golf Course) was used for analysis because of its conservative rates and best fit to the existing land use.

**Table 1 – Trip Generation Rates**

ITE  CODE                    LAND USE                    UNIT			TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
430	Golf Course	HOLE	30.38	1.39	0.37	1.76	1.54	1.37	2.91

Key: HOLE = Holes.

Note: All data and calculations above are subject to being rounded to nearest value.

Table 2 summarizes the projected ADT and peak hour traffic volumes likely generated by the existing golf course.

**Table 2 – Trip Generation Summary**

ITE  CODE                    LAND USE                    SIZE			TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
430	Golf Course	18 HOLE	547	25	7	32	28	25	52
Existing Total:			547	25	7	32	28	25	52

Key: HOLE = Holes.

Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the existing development area has the potential to generate approximately 547 daily trips with 32 of those occurring during the morning peak hour and 52 during the afternoon peak hour.

## Adjustments to Trip Generation Rates

A development of this type is not likely to attract trips from within area land uses nor pass-by or diverted link trips from the adjacent roadway system, therefore no trip reduction was taken in this analysis.

## Trip Generation Distribution and Assignment

Overall directional distribution of site-generated traffic was determined based on existing area land uses, the site location within the County, the available roadway network, and in reference to the Flying Horse North Updated Traffic Impact Analysis. Existing site-generated traffic is anticipated to be distributed through the proposed access. Distribution along Old Stagecoach Road is general and assumed to be 30 percent to/from the east and 70 percent to/from the west.

Traffic assignment is how the site-generated and distributed trips are expected to be loaded on the roadway network. Applying assumed trip distribution patterns to existing site-generated traffic provides the peak hour trip volume assignments for the proposed access. These volumes are then divided further upon travel through adjacent roadways serving the overall development area. Table 3 below uses the trip generation volumes from Table 2 and denotes projected traffic volumes at the proposed access and adjacent intersection.

**Table 3 – Site Generated Trip Assignment**

DEVELOPMENT ACCESS TURNING MOVEMENTS	AM PEAK HOUR		PM PEAK HOUR	
	Inbound Volume	Outbound Volume	Inbound Volume	Outbound Volume
Site Access / Allen Ranch Road				
Eastbound Left	-	7	-	25
Southbound Right	25	-	28	-
Old Stagecoach Road / Allen Ranch Road				
Eastbound Right	17	-	20	-
Westbound Left	8	-	8	-
Northbound Left	-	5	-	18
Northbound Right	-	2	-	7

As Table 2 shows, the expansion of the existing clubhouse is not expected to result in an increase in peak hour traffic volumes for the development. As Table 3 shows, these existing volumes are considered minor and are not likely to negatively impact operations of Allen Ranch Road nor other adjacent roadways or intersections.



## Development Impacts

The recently prepared Master Traffic Impact Study<sup>5</sup> rendered for the Flying Horse North Major PUD Amendment analyzed the Old Stagecoach Road intersection with Allen Ranch Road for level of service (LOS) operations and capacity. The results of the analysis conclude how the study intersection is projected to have LOS A operations during peak traffic periods in the long-term planning horizon (Year 2045) and upon build-out of the overall area. The Master Traffic Impact Study also shows how minimal vehicle queuing is expected for the study intersection.

Considering how the proposed clubhouse expansion is not estimated to increase nor change trip generation to/from the development site, all operational results within the referenced Master Traffic Impact Study remain valid.

Referenced level of service and vehicle queuing results are provided for reference in Attachment B.

## Recommended Improvements

Roadway and intersection improvement recommendations were assessed pursuant to projected peak hour traffic volumes, level of service results, and projected 95<sup>th</sup> percentile queue lengths (all referenced from the Flying Horse North Major PUD Amendment Master Traffic Impact Study and adjusted accordingly to reflect the proposed clubhouse expansion, as analyzed throughout this report), along with requirements defined within the County's ECM.

Upon visual inspection and in reference to the previously cited Master Traffic Impact Study, Allen Ranch Road is currently classified as a rural local roadway accommodating two through lanes (one lane in each direction) with a 30 MPH posted speed limit. Upon expansion of the clubhouse and as recommended within the Master Traffic Impact Study, the roadway is to be improved to reflect a modified urban local cross-section as illustrated within the project's accompanying Site Development Plan (SDP). Considering the projected daily traffic volumes along Allen Ranch Road in the long-term planning horizon (710 vehicle trips per day), a modified urban local roadway classification is considered appropriate for this section of roadway in order to accommodate future traffic demand.

As discussed previously, the Old Stagecoach Road intersection with Allen Ranch Road is expected to maintain LOS A operations with minimal vehicle queuing in the long-term planning horizon during their respective peak traffic hours. As such, no improvements to the intersection's current geometric design are recommended (i.e., provision of additional approach lanes, auxiliary lanes, bypass lanes, expansion of the roundabout's inscribed circle diameter, etc.). Moreover, no additional roadway signage nor striping improvements are recommended nor identified to be needed in order to meet governing requirements.

Year 2045 total traffic volumes and intersection geometry are provided for reference in Attachment B.

---

<sup>5</sup> Flying Horse North Major PUD Amendment: Master Traffic Impact Study, SM ROCHA, LLC, January 2025.

Pursuant to Section B.8 of the County's ECM, below is a list of traffic or transportation related deviation requests associated with the proposed Flying Horse North Clubhouse development:

1. The Modified Urban Local Cross Section includes a detached 5' sidewalk rather than 5' attached sidewalk and 60-foot Right of Way versus a 50-foot Right of Way. This allows for more usable land for continuation of the previously approved cross section in Filing 3 and provides increased pedestrian safety via a detached walkway."

This site is subject to the El Paso County Road Impact Fee Program (Resolution 24-377), as amended. An option for payment will be selected at the building permit stage of development.



## Conclusion

This analysis assessed traffic generation for the Flying Horse North Clubhouse development and potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed expansion of the Flying Horse North Clubhouse is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed site access, nor at the Old Stagecoach Road intersection with Allen Ranch Road. Analysis of existing site-generated traffic concludes that development traffic volumes are minor.

We trust that our findings will assist in the planning and approval of the Flying Horse North Clubhouse development. Please contact us should further assistance be needed.

Sincerely,

**SM ROCHA, LLC**

*Traffic and Transportation Consultants*



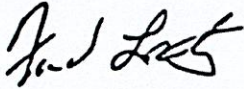
Megan Bock, EIT  
Traffic Engineer | Project Manager



Fred Lantz, PE  
Traffic Engineer

**Traffic Engineer's Statement**

The attached traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



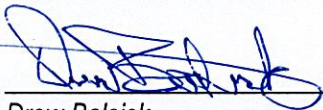
\_\_\_\_\_  
Fred Lantz, P.E. #23410

\_\_\_\_\_  
07/03/2025

Date

**Developer's Statement**

I, the Developer, have read and will comply with all commitments made on my behalf within this report.



\_\_\_\_\_  
Drew Balsick  
Flying Horse Development  
2138 Flying Horse Club Drive  
Colorado Springs, CO 80921

\_\_\_\_\_  
7.7.25

Date



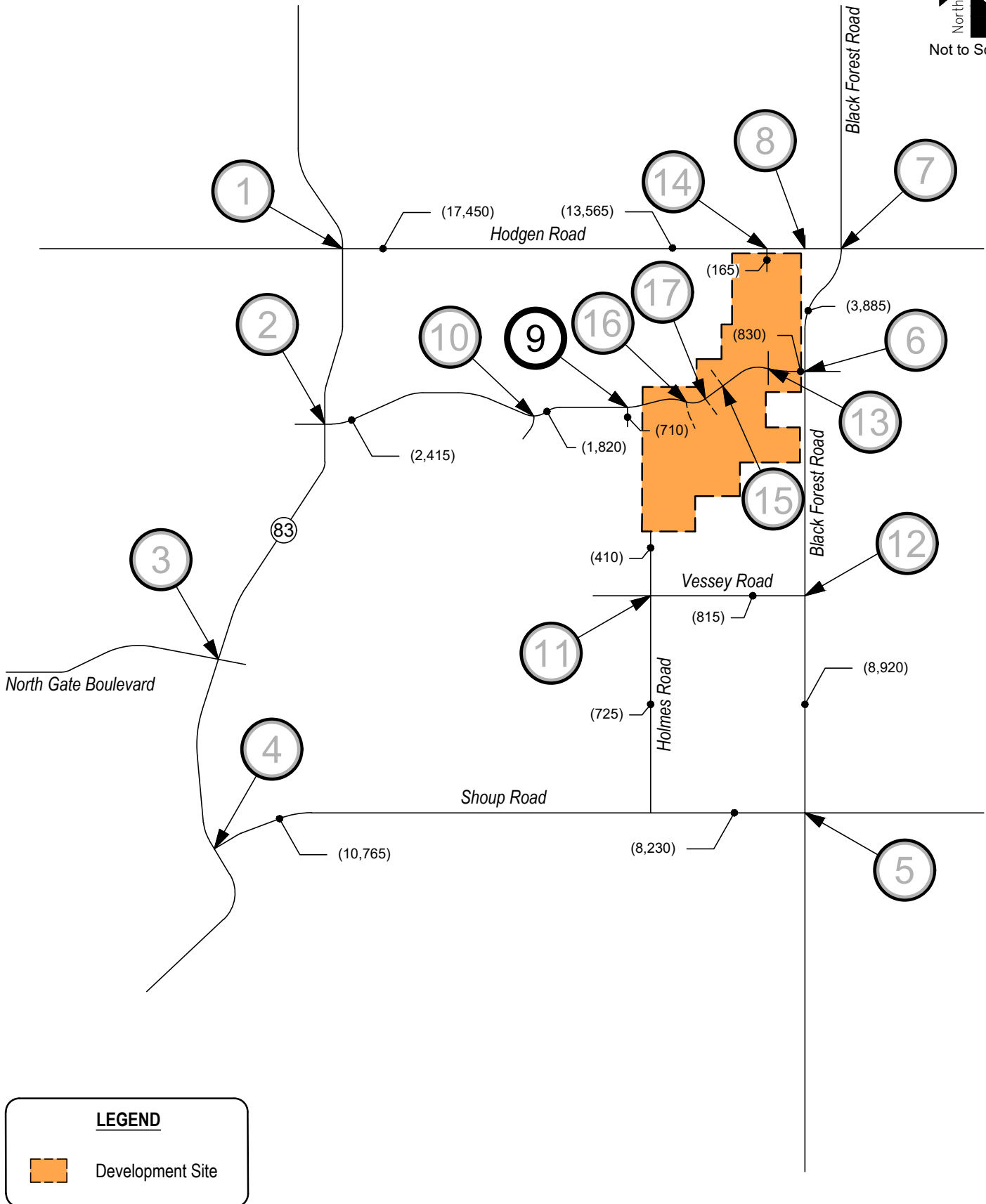
**ATTACHMENT A**

**Intersection Sight Distance Exhibit**



**ATTACHMENT B**

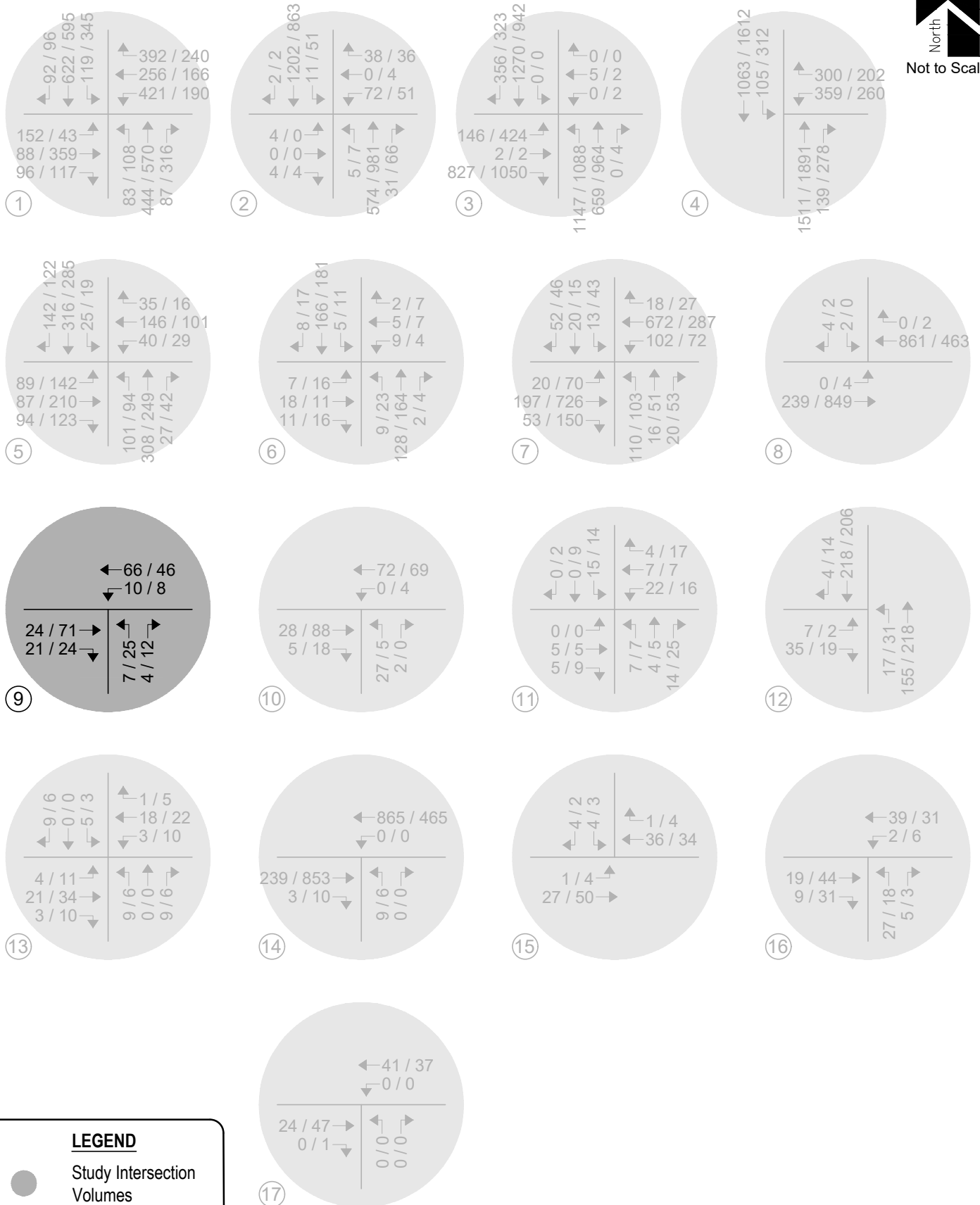
**References from Flying Horse North Major PUD Amendment: Master TIS**



**Figure 17**  
**TOTAL TRAFFIC - YEAR 2045**  
Volumes  
(ADT) : Average Daily Traffic

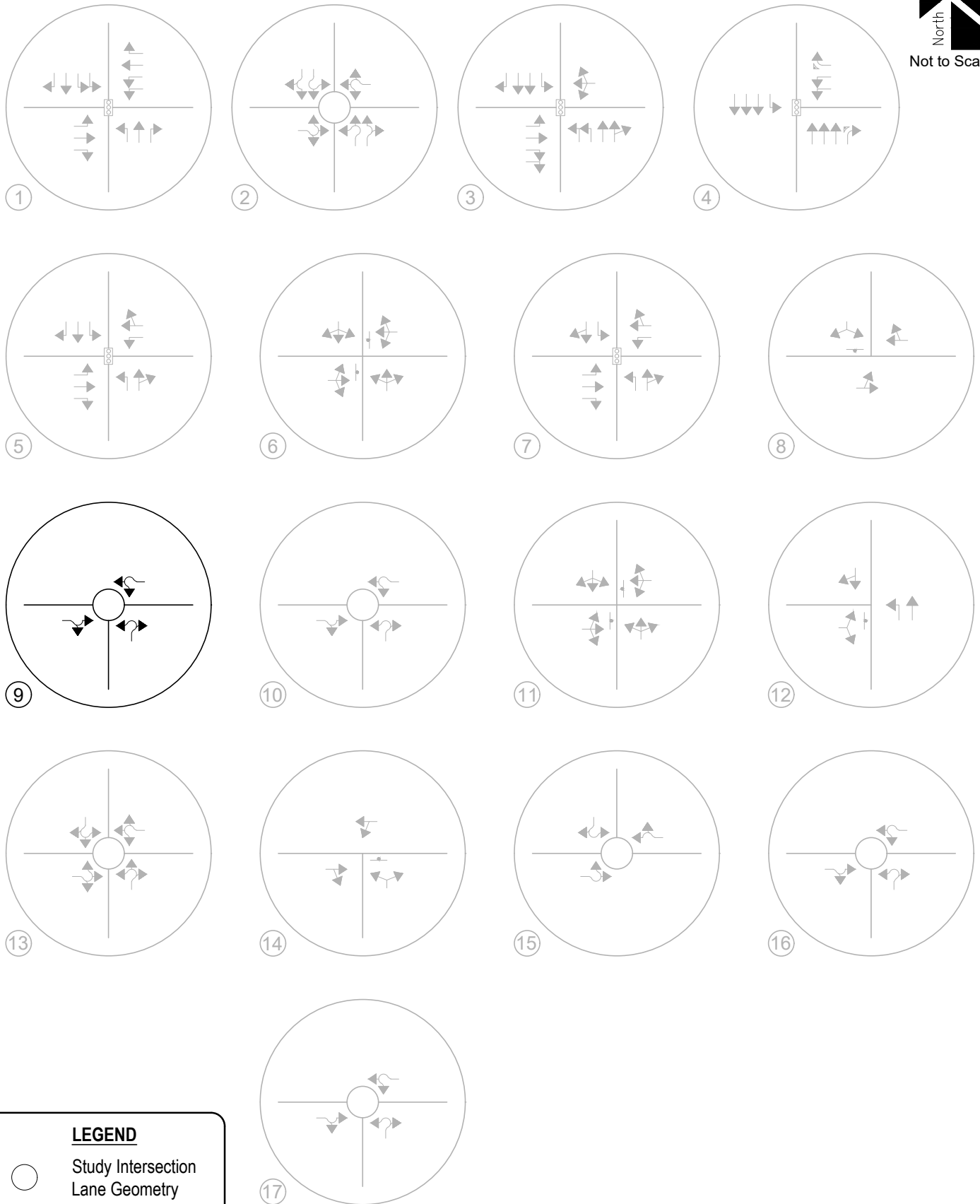






**Figure 18**  
**TOTAL TRAFFIC - YEAR 2045**  
Volumes  
AM / PM Peak Hour





**Figure 19**  
**TOTAL TRAFFIC - YEAR 2045**  
Intersection Geometry



**Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2045**

INTERSECTION LANE GROUPS		LEVEL OF SERVICE	
		AM PEAK HOUR	PM PEAK HOUR
1	State Highway 83 / Hodgen Road (Signalized)	C (28.1)	C (30.0)
3	State Highway 83 / North Gate Boulevard (Signalized)	E (70.7)	E (79.8)
4	State Highway 83 / Shoup Road (Signalized)	B (15.9)	B (18.7)
5	Black Forest Road / Shoup Road (Signalized)	B (12.6)	B (15.4)
7	Hodgen Road / Black Forest Road (Signalized)	B (14.8)	B (17.3)
2	State Highway 83 / Stagecoach Road (Roundabout)		
	Eastbound Left, Through and Right	A	A
	Westbound Left, Through and Right	A	A
	Northbound Left and Through	A	A
	Northbound Through and Right	A	A
	Southbound Left and Through	A	A
	Southbound Through and Right	A	A
2	State Highway 83 / Stagecoach Road (Signalized)	A (4.3)	A (5.8)
6	Black Forest Road / Old Stagecoach Road (Stop-Controlled)		
	Eastbound Left, Through and Right	B	B
	Westbound Left, Through and Right	B	B
	Northbound Left, Through and Right	A	A
	Southbound Left, Through and Right	A	A
8	Hodgen Road / Black Forrest Road (Stop-Controlled)		
	Eastbound Left and Through	A	A
	Southbound Left and Right	C	B
9	Old Stagecoach Road / Allen Ranch Road (Roundabout)		
	Eastbound Through and Right	A	A
	Westbound Left and Through	A	A
	Northbound Left and Right	A	A
10	Old Stagecoach Road / Shortwall Drive (Roundabout)		
	Eastbound Through and Right	A	A
	Westbound Left and Through	A	A
	Northbound Left and Right	A	A
11	Vessey Road / Holmes Road (Stop-Controlled)		
	Eastbound Left, Through and Right	A	A
	Westbound Left, Through and Right	A	A
	Northbound Left, Through and Right	A	A
	Southbound Left, Through and Right	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)  
 Stop-Controlled Intersection: Level of Service  
 Roundabout Intersection: Level of Service

**Table 9 (Cont'd) – Turn Lane Queues and Storage Requirements – Total Traffic – Year 2045**

Intersection		Turn Movement		Existing Turn Lane Length (feet)	AM Peak Hour	PM Peak Hour	Recommended Turn Lane Length (feet)
					95th Percentile Queue Length (feet)	95th Percentile Queue Length (feet)	
Roundabout Intersections							
2	State Highway 83 / Stagecoach Road	EB	L,T,R	-	0'	0'	-
		WB	L,T,R	-	25'	25'	-
		NB	L,T	-	25'	50'	-
			T,R	-	25'	50'	-
		SB	L,T	-	75'	50'	-
			T,R	-	75'	50'	-
9	Old Stagecoach Road / Allen Ranch Road	EB	T,R	-	0'	0'	-
		WB	L,T	-	0'	0'	-
		NB	L,R	-	0'	0'	-
10	Old Stagecoach Road / Shortwall Drive	EB	T,R	-	0'	0'	-
		WB	L,T	-	0'	0'	-
		NB	L,R	-	0'	0'	-
13	Old Stagecoach Road / Rubble Drive	EB	L,T,R	-	0'	0'	-
		WB	L,T,R	-	0'	0'	-
		NB	L,T,R	-	0'	0'	-
		SB	L,T,R	-	0'	0'	-
15	Old Stagecoach Road / Fringe Place	EB	L,T	-	0'	0'	-
		WB	T,R	-	0'	0'	-
		SB	L,R	-	0'	0'	-
16	Old Stagecoach Road / Sandbagger Drive	EB	T,R	-	0'	0'	-
		WB	L,T	-	0'	0'	-
		NB	L,R	-	0'	0'	-
17	Old Stagecoach Road / Proposed Road	EB	T,R	-	0'	0'	-
		WB	L,T	-	0'	0'	-
		NB	L,R	-	0'	0'	-

Key: x2 = Dual Turn Lanes.

T = Approach Taper.