SM ROCHA, LLC
TRAFFIC & TRANSPORTATION ENGINEERING

January 16, 2026

Richie Lyon
HR Green, Inc.
1975 Research Parkway, Suite 160
Colorado Springs, Colorado 80920

RE: North Bay at Lake Woodmoor / Traffic Generation Analysis
El Paso County, Colorado
PCD Number: PUD252

Dear Richie,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled North Bay at Lake Woodmoor. This development is located near the northeast corner of Interstate 25 and State Highway 105, on the north side of Woodmoor Lake, in El Paso County, Colorado.

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 analysis was prepared in accordance with Section B.1.2.D of the County's Engineering Criteria Manual[1].

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently vacant and surrounded by a mix of institutional, office space, and residential land uses.

The proposed development is understood to entail the new construction of six single-family detached homes.

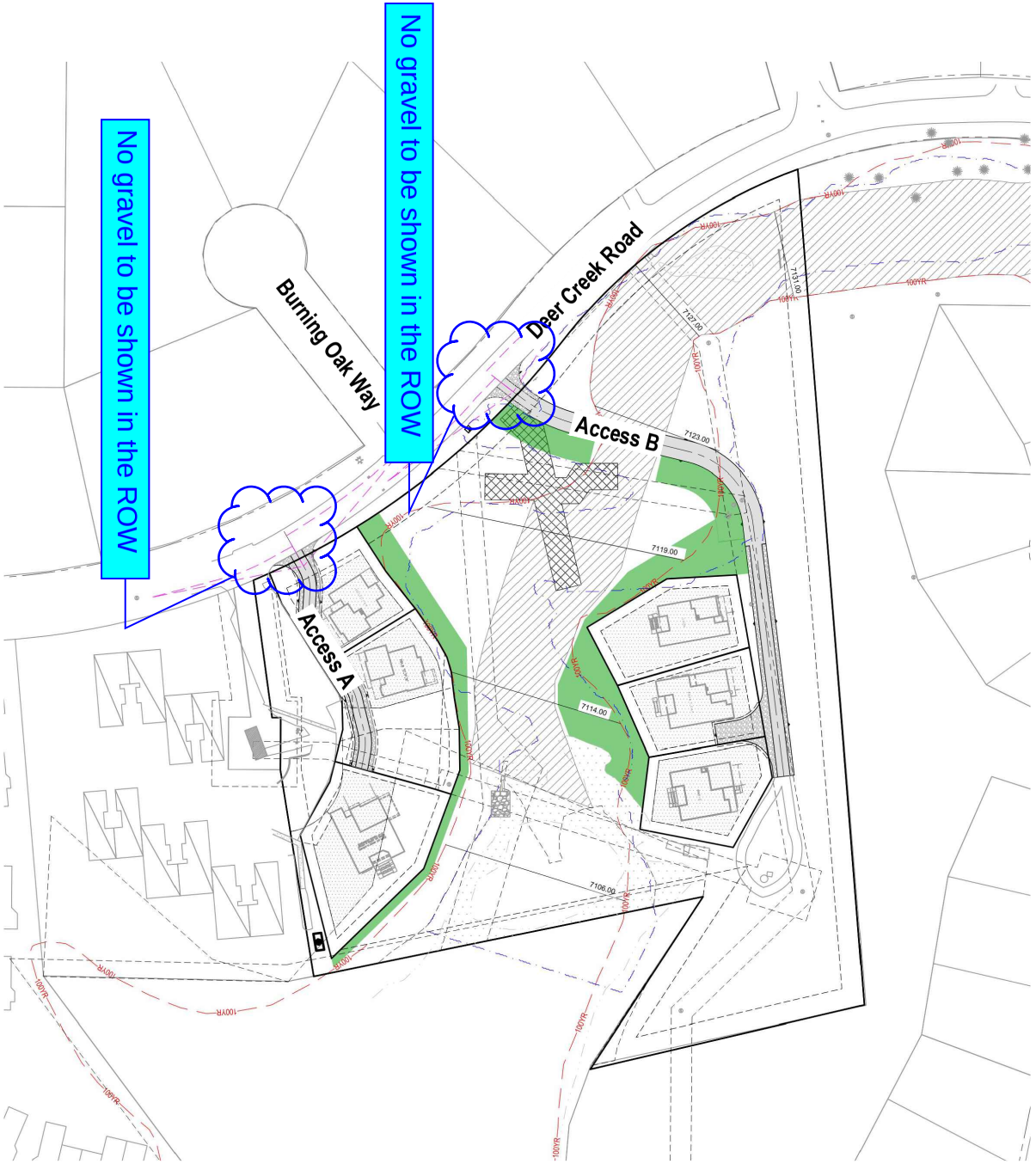
Proposed access to the development is provided via two full-movement accesses onto Deer Creek Road (referred to as Access A and Access B). Access A, located approximately 50 feet east of an existing residential driveway, will serve 3 lots. Access B, located approximately 100 feet east of Burning Oak Way via an existing gravel drive, will serve three lots.

West (not east)

General site and access locations are shown on Figure 1. A site plan, as prepared by HR Green, is shown on Figure 2. This plan is provided for illustrative purposes only.

[1] Engineering Criteria Manual, El Paso County, January 2025.


North
Not to Scale
Development Site
Woodmoor Drive
Burning Oak Way
Burnt Leaf Way
Deer Creek Road
Autumn Way
Meadowlake Way
Interstate 25



North

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, 11th Edition, were applied to the proposed 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.

Table 1 presents average trip generation rates for the development area proposed. Use of average trip generation rates presents a conservative analysis. ITE land use code 210 (Single-Family Detached Housing) was used for analysis because of its best fit to the proposed land use.

Table 1 – Trip Generation Rates

			TRIP GENERATION RATES						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	UNIT	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.43	0.18	0.53	0.70	0.59	0.35	0.94

Key: DU = Dwelling Units.
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 land use area proposed.

Table 2 – Trip Generation Summary

			TOTAL TRIPS GENERATED						
ITE			24	AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	SIZE	HOUR	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	6 DU	57	1	3	4	4	2	6
		Total:	*57*	*1*	*3*	*4*	*4*	*2*	*6*

Key: DU = Dwelling Units.
Note: All data and calculations above are subject to being rounded to nearest value.

As Table 2 shows, the development area has the potential to generate approximately 57 daily trips with 4 of those occurring during the morning peak hour and 6 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

The overall directional distribution of site-generated traffic was determined based on the location of development site within the County, proposed and existing area land uses, allowed turning movements, and available roadway network.

Site-generated traffic is anticipated to be distributed through each existing access. Distribution along Deer Creek Road is general and assumed to be 100 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 site-generated traffic provides the peak hour trip volume assignments for existing accesses. 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 each existing access and adjacent intersections.

Table 3 – Site Generated Trip Assignment

DEVELOPMENT ACCESS TURNING MOVEMENTS	AM PEAK HOUR		PM PEAK HOUR	
	Inbound Volume	Outbound Volume	Inbound Volume	Outbound Volume
Deer Creek Road / Access A				
Eastbound Through	0	-	2	-
Eastbound Right	1	-	2	-
Westbound Through	-	1	-	1
Northbound Left	-	2	-	1
Deer Creek Road / Burning Oak Way				
Eastbound Through	0	-	2	-
Westbound Through	-	1	-	1
Deer Creek Road / Access B				
Eastbound Right	0	-	2	-
Northbound Left	-	1	-	1

Development Impacts

As Tables 2 and 3 show, the increase in peak hour traffic volumes anticipated for the proposed development are considered minor. These minor volumes are not likely to negatively impact operations of Deer Creek Road nor other adjacent roadways or intersections.

This site is subject to the El Paso County Road Impact Fee Program (Resolution 25-337), as amended. The calculated fee is assessed as 6 single-family detached homes x $4,101 = $24,606.

This fee is due at the building permit stage.

Conclusion

This analysis assessed traffic generation for the North Bay at Lake Woodmoor development and potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed site accesses. Analysis of site-generated traffic concludes that proposed development traffic volumes are minor.

We trust that our findings will assist in the planning and approval of the North Bay at Lake Woodmoor development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC
Traffic & Transportation Engineering

Brandon Wilson, EIT
Senior Traffic Engineer

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