



## SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

---

July 7, 2025

Loren Moreland  
Classic SRJ  
2138 Flying Horse Club Drive  
Colorado Springs, Colorado 80921

**RE: Retreat at PrairieRidge Filing No. 4 Final Plat / Transportation Memorandum  
El Paso County, Colorado**

Dear Loren,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Retreat at Retreat at PrairieRidge Filing No. 4 Final Plat. This development is located near the northwest corner of Vollmer Road and Briargate Parkway in El Paso County, Colorado.

The intent of this analysis is to present traffic volumes likely generated by the proposed development, provide a traffic volume comparison to previous land use assumptions approved for the development site, and consider potential impacts to the adjacent roadway network. This letter also serves as an update to the previously approved Retreat at PrairieRidge Filings 1-3 Preliminary Plan & Rezones Traffic Impact Study<sup>1</sup> prepared for the overall Preliminary Plan application, pursuant to Section B.1.2.C of El Paso County's Engineering Criteria Manual (ECM)<sup>2</sup>.

The following is a summary of analysis results.

### Site Description and Access

Land for the development is currently vacant and surrounded predominately by existing residential land uses. The proposed development is understood to entail the new construction of 64 single-family detached homes and 48 single-family attached homes.

Proposed access to the development is provided along the Dines Boulevard extension west of Vollmer Road aligning with Sam Bass Drive (referred to as Access A and Access B).

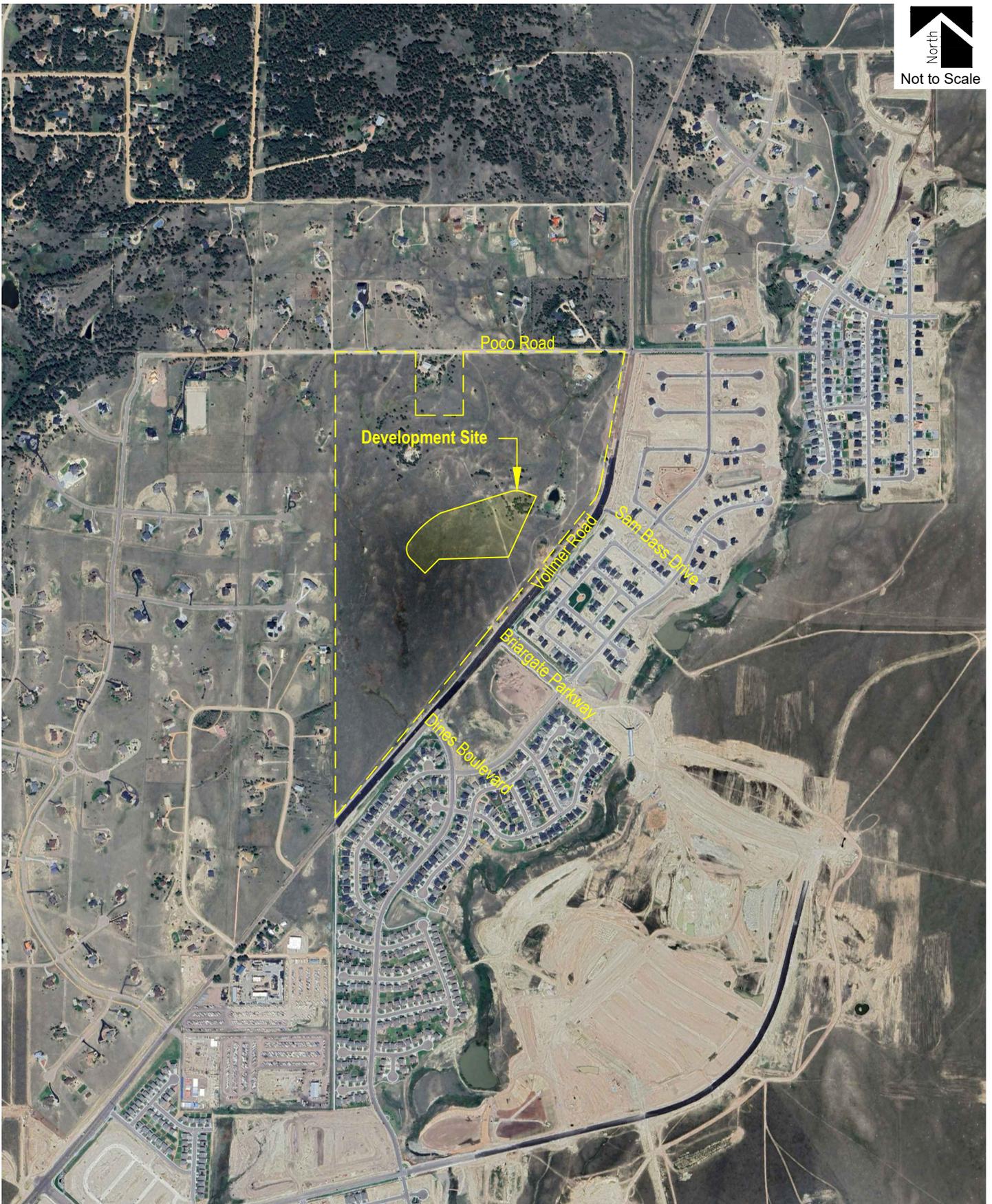
General site and access locations are shown on Figure 1.

A site plan, as prepared by Classic Consulting, is shown on Figure 2. This plan is provided for illustrative purposes only.

---

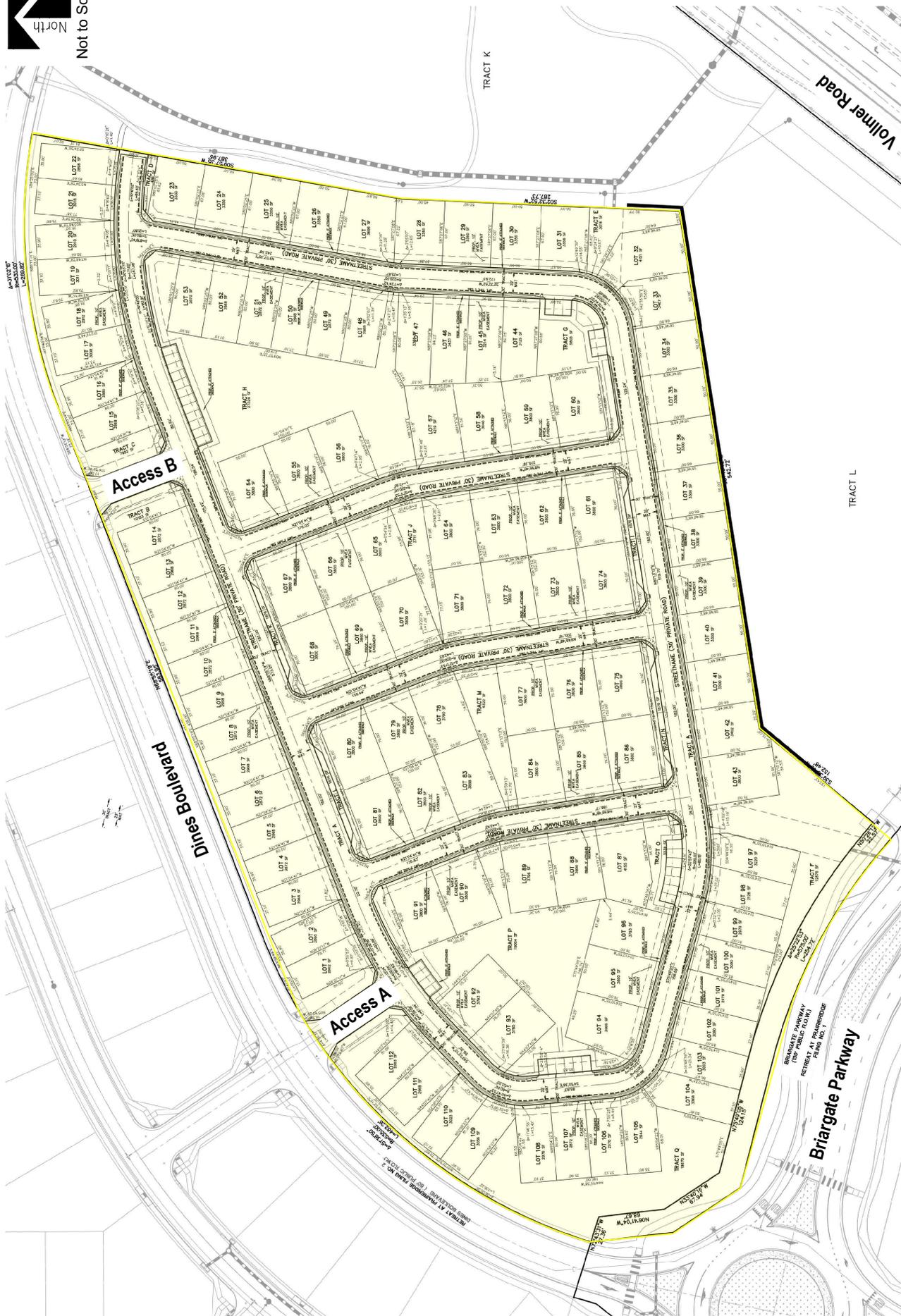
<sup>1</sup> Retreat at PrairieRidge Filings 1-3 Preliminary Plan & Rezones: Traffic Impact Study, SM ROCHA LLC, June 2024.

<sup>2</sup> El Paso County Engineering Criteria Manual, El Paso County, January 9, 2025.





Not to Scale



**RETREAT AT PRAIRIERIDGE FILING NO. 4 FINAL PLAT**  
 Transportation Memorandum

**SM ROCHA, LLC**  
 Traffic and Transportation Consultants



**Figure 2**  
**SITE PLAN**

## Existing and Committed Surface Transportation Network

Within the study area, Vollmer Road and Briargate Parkway are the primary roadways that will accommodate traffic to and from the proposed development. A brief description of each roadway, based on the County's Major Transportation Corridors Plan (MTCP)<sup>3</sup> and ECM, as well as the City of Colorado Springs' Major Thoroughfare Plan<sup>4</sup>, is provided below:

Vollmer Road is a north-south, urban major collector roadway having four through lanes (two lanes in each direction) with shared turn lanes at the intersections within the study area. Vollmer Road provides a posted speed limit of 45 MPH.

Briargate Parkway is a future east-west, four-lane urban principal arterial roadway. Briargate Parkway design plans, for the portion east of Vollmer Road to Sterling Ranch Road, are understood to be under County review as of this study date. The Briargate Parkway extension west of Vollmer Road to Black Forest Road, and ultimately to N Powers Boulevard, will be completed through various future private development or public improvement projects. Pursuant to Section 2.3.2, Table 2-6, of the County's ECM, Briargate Parkway is envisioned to provide a posted speed limit of 45 MPH.

The study intersections along Vollmer Road currently operate under stop-controlled conditions. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

Beyond that described in this section, no other regional or specific improvements for the above-described roadways are known to be planned or committed at this time.

---

<sup>3</sup> El Paso County Major Transportation Corridors Plan, Felsburg Holt & Ullevig, July 18, 2024.

<sup>4</sup> Major Thoroughfare Plan, City of Colorado Springs, August 2011.

## 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 proposed land uses 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 previously approved land uses and for the development area proposed. Use of average trip generation rates presents a conservative analysis. ITE land use codes 210 (Single-Family Detached Housing), 215 (Single-Family Attached Housing), and 822 (Strip Retail Plaza) were used for analysis because of their conservative rates and best fit to the proposed land uses.

**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
210	Single-Family Detached	DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94
215	Single-Family Attached	DU	7.20	0.15	0.33	0.48	0.32	0.25	0.57
822	Strip Retail Plaza	KSF	54.45	1.42	0.94	2.36	3.30	3.30	6.59

Key: DU = Dwelling Units. KSF = Thousand Square Feet Gross Floor Area.  
 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 and provides comparison to traffic volume estimates from the previously approved Retreat at PrairieRidge Filings 1-3 Preliminary Plan & Rezones traffic study.

**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	
<u>Site Development - Previously Approved</u> <sup>1</sup>										
210	Single-Family Detached	230 DU	2,169	42	119	161	136	80	216	
215	Single-Family Attached	220 DU	1,584	33	73	106	71	54	125	
822	Strip Retail Plaza	30.0 KSF	1,634	42	28	71	99	99	198	
<i>Previously Approved Total:</i>			<i>5,386</i>	<i>117</i>	<i>220</i>	<i>337</i>	<i>307</i>	<i>233</i>	<i>539</i>	
<u>Site Development - Filing 1</u> <sup>2</sup>										
210	Single-Family Detached	46 DU	434	8	24	32	27	16	43	
<u>Site Development - Filing 2</u> <sup>3</sup>										
210	Single-Family Detached	141 DU	1,330	26	73	99	84	49	133	
<u>Site Development - Filing 3</u> <sup>4</sup>										
210	Single-Family Detached	6 DU	57	1	3	4	4	2	6	
<u>Site Development - Filing 4 Final Plat</u>										
210	Single-Family Detached	64 DU	604	12	33	45	38	22	60	
215	Single-Family Attached	48 DU	346	7	16	23	16	12	27	
<u>Site Development - Commercial</u>										
822	Strip Retail Plaza	30.0 KSF	1,634	42	28	71	99	99	198	
<i>Proposed Total:</i>			<i>4,403</i>	<i>96</i>	<i>177</i>	<i>274</i>	<i>267</i>	<i>200</i>	<i>467</i>	
<b><i>Difference Total:</i></b>			<b><i>-984</i></b>	<b><i>-21</i></b>	<b><i>-43</i></b>	<b><i>-64</i></b>	<b><i>-40</i></b>	<b><i>-33</i></b>	<b><i>-73</i></b>	

Key: DU = Dwelling Units. KSF = Thousand Square Feet Gross Floor Area.

<sup>1</sup> Retreat at PrairieRidge Filings 1-3 Preliminary Plan & Rezones: Traffic Impact Study, SM ROCHA LLC, June 2024.

<sup>2</sup> Retreat at PrairieRidge Filing 1: Transportation Memorandum, SM ROCHA LLC, May 2025.

<sup>3</sup> Retreat at PrairieRidge Filing 2: Transportation Memorandum, SM ROCHA LLC, June 2025

<sup>4</sup> Retreat at PrairieRidge Filing 3: Traffic Generation Analysis, SM ROCHA LLC, January 2025.

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

As Table 2 shows, the proposed Retreat at PrairieRidge Filing No. 4 Final Plat development area has the potential to generate approximately 950 daily trips with 68 of those occurring during the morning peak hour and 87 during the afternoon peak hour. The overall Retreat at PrairieRidge development area has the potential to generate approximately 4,403 daily trips with 274 of those occurring during the morning peak hour and 467 during the afternoon peak hour. Compared to the previously approved land uses for the overall development area, this represents an overall decrease in site traffic generation for both daily and peak hour trips.

### Adjustments to Trip Generation Rates

While a mixed-use development of this type is likely to attract trips from within area land uses as well as pass-by or diverted linked trips from the adjacent roadway system, no trip reduction was taken in this analysis. This assumption provides for a conservative analysis and is consistent with the previous traffic study approved for the overall development area.

## **Vehicle Trip Generation Comparison and Development Impacts**

As Table 2 shows, the proposed development does not exceed traffic volumes approved for the area within the overall Retreat at PrairieRidge traffic study. Therefore, these volumes are not likely to negatively impact operations of adjacent roadways or intersections.

## **Levels of Service Analysis**

The previously approved traffic study prepared for the overall Retreat at PrairieRidge development area used the SYNCHRO computer program to analyze the study intersections for future traffic conditions upon full development buildout.

As discussed previously, and as shown in Table 2, there is a decrease in peak hour traffic volumes anticipated for the proposed development. As such, the proposed land uses and densities are in compliance with the Retreat at PrairieRidge traffic study and therefore no changes to the level of service results presented in the traffic study are expected.

Please reference the previously approved Retreat at PrairieRidge Filings 1-3 Preliminary Plan & Rezones traffic study for specific level of service (LOS) results.

In addition to the study intersections analyzed within the PrairieRidge Filings 1-3 Preliminary Plan & Rezones traffic study, projected LOS operations for the intersections along Dines Boulevard internal to the site were also considered. It is expected that internal intersection operations are to be comparable to, or better than, those projected for the study intersections along Vollmer Road which provide general access into the development site.

## **Auxiliary Lane Analysis**

Auxiliary lane requirements for the study intersections, upon development buildout, were analyzed using Year 2040 traffic conditions from the Retreat at PrairieRidge traffic study prepared for the overall development area. Pursuant to Section 2.3.7.D of the County's ECM, a southbound right turn lane along Vollmer Road at Dines Boulevard is not warranted and not recommended as it would not benefit projected traffic operations of this intersection. Conversely, a northbound left turn lane along Vollmer Road at Dines Boulevard is warranted.

## **Sight Distance and Access Spacing**

Pursuant to Section B.2.4.D of the County's ECM, an assessment of the appropriateness of proposed access locations was considered.

The preliminary plan prepared for the development provides an illustration of sight distance at the internal intersections along Dines Boulevard. With the assumption that this preliminary plan was prepared in accordance to Section 2.3.6 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>5</sup>, access spacing and sight distance along Dines Boulevard is not expected to be an issue.

## **Roadway Signage and Striping**

Due to the future Dines Boulevard connection with Vollmer Road and future Briargate Parkway, Dines Boulevard is assumed to be classified as a collector roadway, with an assumed posted speed limit of 35 MPH. All other internal roadways internal to the development site are expected to be classified as local roadways.

It is therefore recommended that a 35 MPH speed limit sign be posted along Dines Boulevard, between Vollmer Road and Access B, and be in accordance with Section 2B.21 of the MUTCD.

In accordance with Section 2.3.2, Table 2-7, of the County's ECM and considering the collector roadway classification of Dines Boulevard, parking along Dines Boulevard will be prohibited. As such, it is recommended that MUTCD-compliant "No Parking" signs be placed along Dines Boulevard.

Additionally, "STOP" signs should be installed for egress traffic, pursuant to Section 2B.04 of the MUTCD, to implement two-way stop-control at the intersections of Dines Boulevard with Access A and Access B.

---

<sup>5</sup> A Policy on Geometric Design of Highways and Streets (7th Edition), American Association of State Highway and Transportation Officials, 2018.

## **Pedestrian and Bicycle Facility Assessment**

In accordance with Section B.2.4.D of the County's ECM, an assessment to adequacy of pedestrian and bicycle facilities within the study area was considered.

It is noted that the proposed development plans to accommodate pedestrians and bicyclists by maintaining the County's planned pedestrian and bicycle facilities in the area.

Refer to Section VI of the previously approved Retreat at PrairieRidge traffic study for a more specific pedestrian circulation & safety analysis for the proposed development. As previously discussed, since traffic volumes proposed within this transportation memorandum do not exceed those outlined within the overall traffic study, it is believed that discussion provided within the traffic study on pedestrian and bicycle facilities remain valid.

## **Recommended Improvements**

As discussed previously, due to the local roadway classifications of Access A and Access B and the acceptable LOS operations expected at the Dines Boulevard intersections with these roadways, it is recommended that these intersections operate under two-way stop-controlled conditions.

In conjunction with recommended roadway and intersection improvements identified within the previous traffic studies prepared for the overall development area, no additional improvements associated with the Filing No. 4 Final Plat are being recommended beyond that recommended within Retreat at Prairie Ridge Filing 1 and Retreat at PrairieRidge Filing 2.

## Conclusion

This analysis assessed traffic generation for the Retreat at PrairieRidge Filing No. 4 Final Plat development, provided a traffic volume comparison to previous land use assumptions approved for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic resulting from the development 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. All conclusions and recommendations presented in the Retreat at PrairieRidge Filings 1-3 Preliminary Plan & Rezones traffic study remain valid.

We trust that our findings will assist in the planning and approval of the Retreat at PrairieRidge Filing No. 4 Final Plat development. Please contact us should further assistance be needed.

Sincerely,

**SM ROCHA, LLC**  
Traffic and Transportation Consultants



Zac Trotter, EIT  
Traffic Engineer



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

07/07/2025

\_\_\_\_\_  
Date

**Developer's Statement**

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

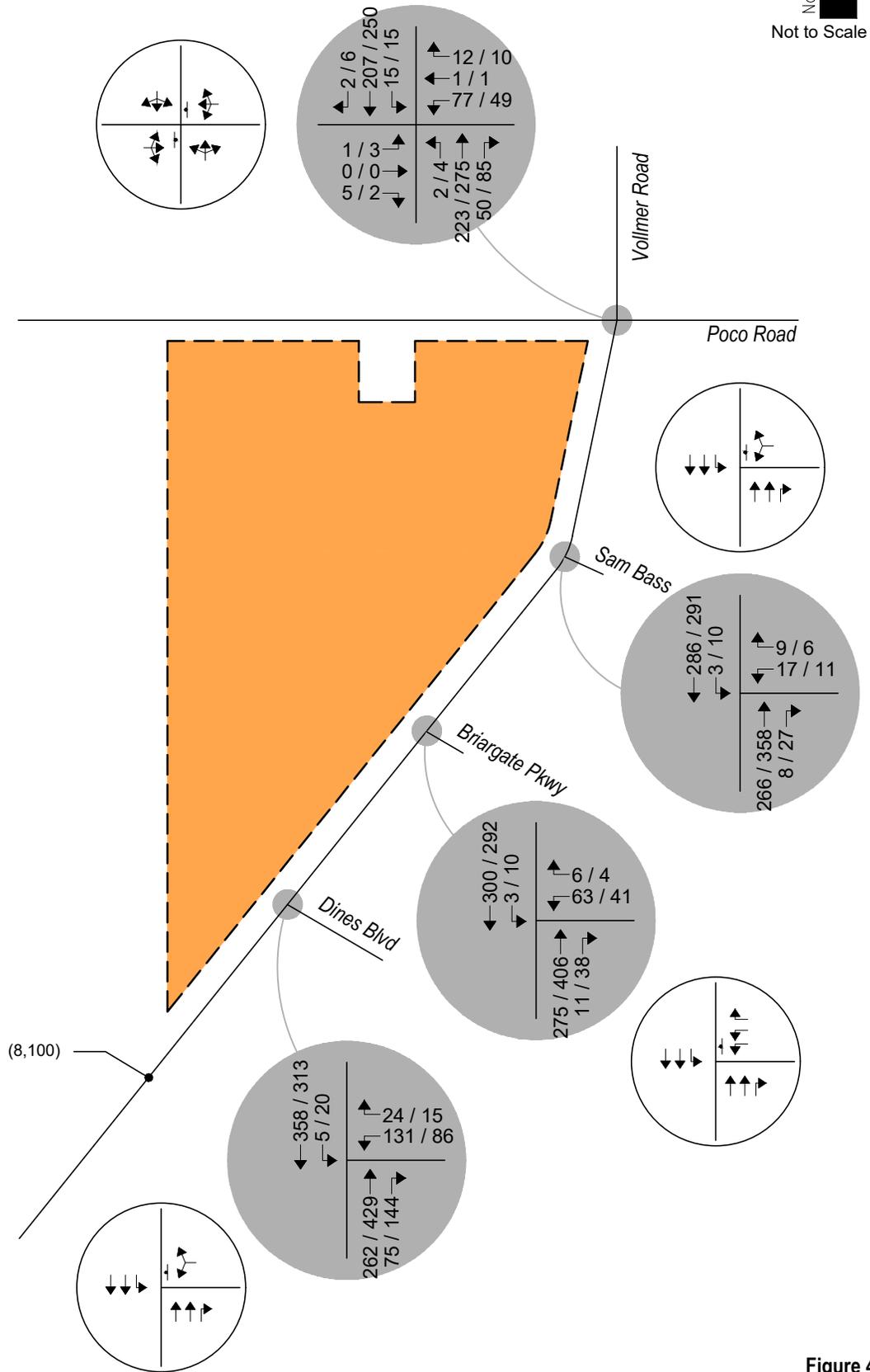


\_\_\_\_\_  
Loren Moreland  
Classic SRJ  
2138 Flying Horse Club Drive  
Colorado Springs, CO 80921

7/7/25  
\_\_\_\_\_  
Date

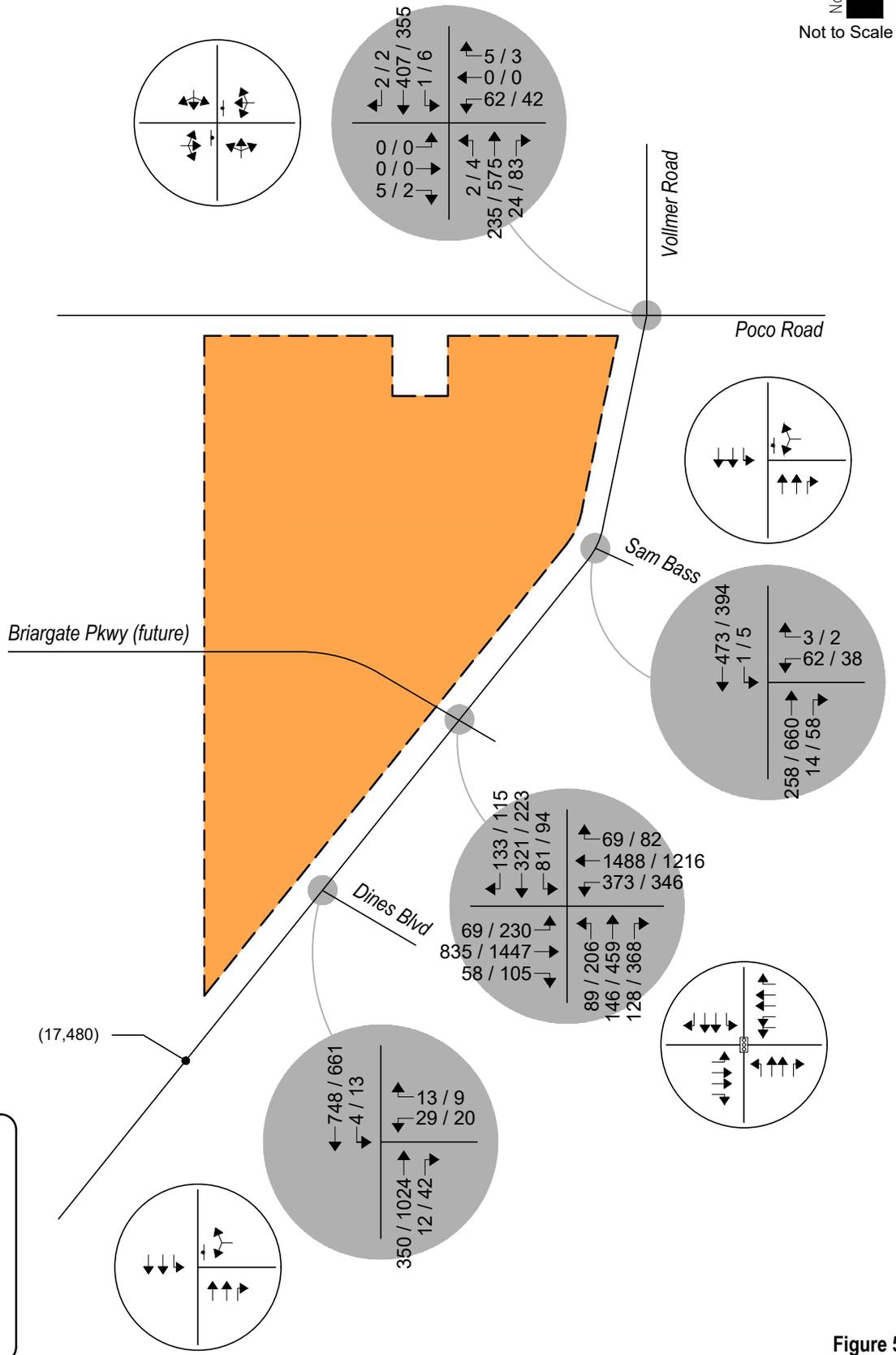
**ATTACHMENT A**

**Retreat at PrairieRidge Filings 1-3 Preliminary Plan & Rezones TIS  
Referenced Traffic Volumes**



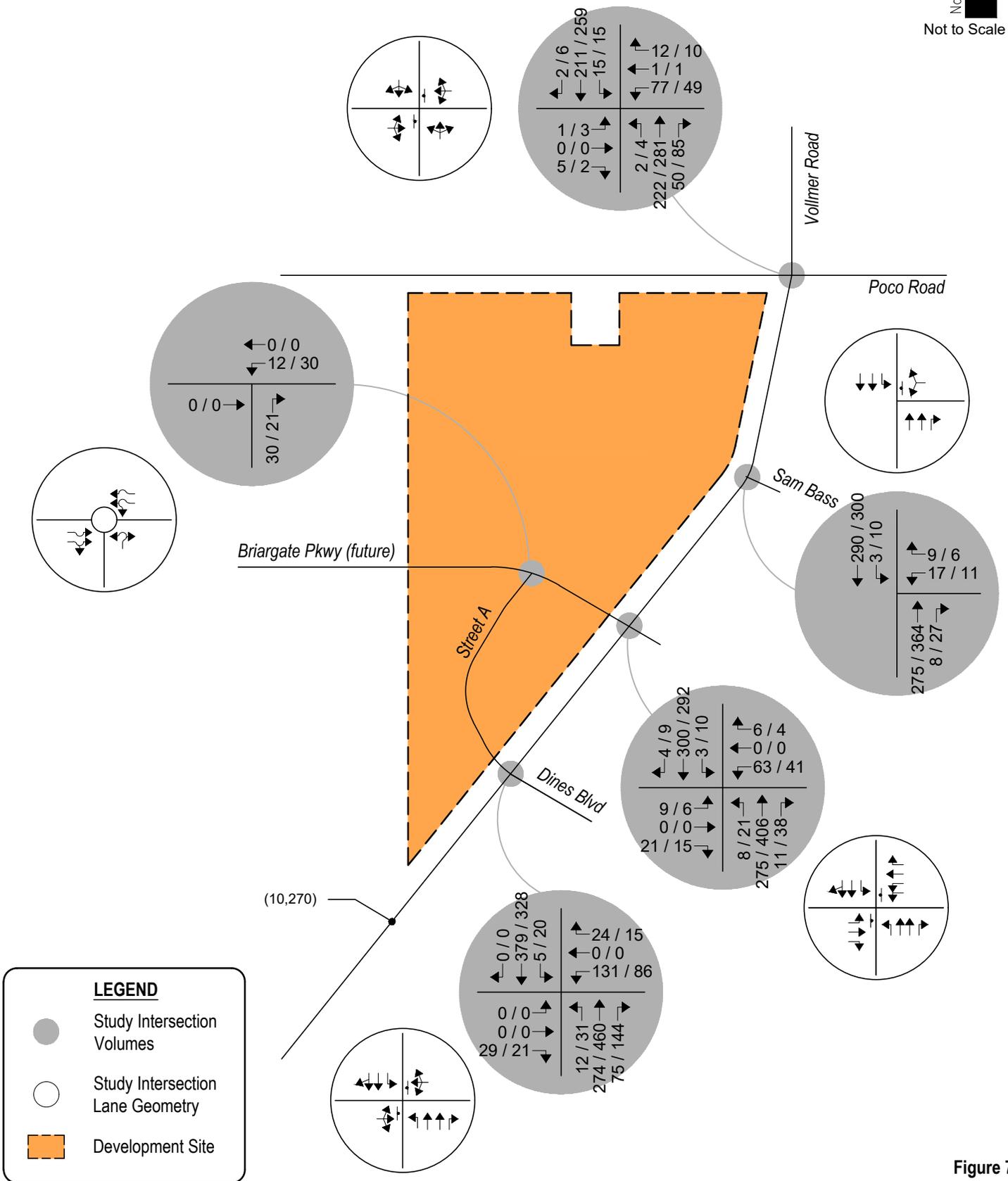
**Figure 4**  
**BACKGROUND TRAFFIC - YEAR 2027**  
Volumes & Intersection Geometry  
AM / PM Peak Hour  
(ADT) : Average Daily Traffic





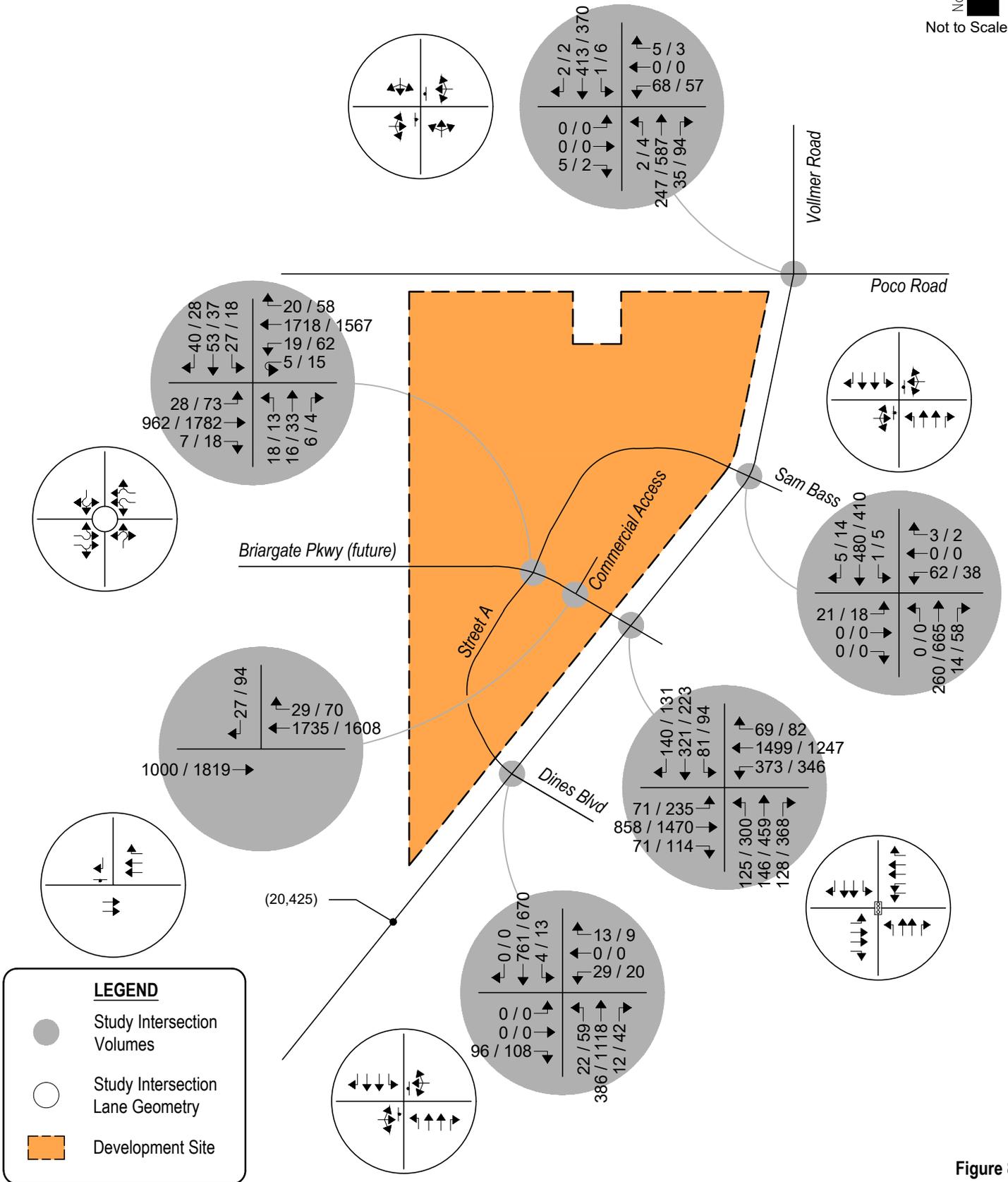
**Figure 5**  
**BACKGROUND TRAFFIC - YEAR 2040**  
Volumes & Intersection Geometry  
AM / PM Peak Hour  
(ADT) : Average Daily Traffic





**Figure 7**  
**TOTAL TRAFFIC - YEAR 2027**  
Volumes & Intersection Geometry  
AM / PM Peak Hour  
(ADT) : Average Daily Traffic





**Figure 8**  
**TOTAL TRAFFIC - YEAR 2040**  
Volumes & Intersection Geometry  
AM / PM Peak Hour  
(ADT) : Average Daily Traffic

