



December 20, 2024

Drew Balsick  
Classic Homes  
2138 Flying Horse Club Drive  
Colorado Springs, Colorado 80921

**RE: Review Comment Responses / Flying Horse East  
El Paso County, Colorado**

Dear Drew,

SM ROCHA LLC is pleased to provide comment response information for the proposed Flying Horse East. This development is located southeast of the Enoch Road and State Highway 94 intersection in El Paso County, Colorado.

The purpose of this letter is to respond to the CDOT Staff review comments dated 11/18/24 made to our original Base Assumptions dated 11/7/24. We have provided detailed responses to the review comments and have incorporated the applicable changes into the Master Traffic Impact Study. We remain available to discuss further if needed. The following is a summary of comment responses:

**CDOT Traffic Comment 1:** Study area intersections: Since the analysis relates to a relatively large generator, the State Highway Access Code (SHAC) rule applies: “a general guideline is to carry the analysis out at least as far as those areas where newly generated site traffic represents 5 percent or more of roadway’s peak hour capacity.”

- Therefore, SH21A & Milton E Proby Pkwy, SH21B & US-24G, SH94A & North Marksheffel Road, and US-24G & North Peterson Boulevard might need to be analyzed as well. This should be confirmed by comparing the expected demand to the 5% threshold for each lane use. In addition, SH94A & North Page Road should be analyzed, as it is close to the site. SH94A & Drake Drive is the proposed access point and should be counted as well.

**Comment Response:** Following guidelines described within CDOT’s SHAC, applicable intersections where volumes are increased by a minimum of 5 percent will be analyzed within the Master TIS.

Please know that the proposed development is not proposing access onto Page Road nor are site-generated trips expected to utilize Page Road. Therefore, the requested intersection will not be analyzed within the Master TIS as only through volumes will be impacted.

**CDOT Traffic Comment 2:** Study years: If 2030 is the planned buildout year, the long term will be year 2050, not 2045.

**Comment Response:** Long-term scenario in the Master TIS will match the long-term planning scenarios within the governing municipality's plans (El Paso County's Major Transportation Corridors Plan and Pikes Peak Area Council of Governments' (PPACG) 2045 Long Range Transportation Plan both use Year 2045 as their 20-year scenarios).

**CDOT Traffic Comment 3:** Counting times: 24-hour ADT counts at SH21A, SH21H and SH94A should be used to estimate the peak periods and TMC counts.

**Comment Response:** Peak hour times will be based on actual data collected in the field (typically 7-9am and 4-6pm) (typ).

**CDOT Traffic Comment 4:** Background developments: The larger developments in the area should be added both in the background traffic and 20-year projection analysis: Rolling Meadows Bull Hill and Aerospace Colorado Center.

**Comment Response:** Future developments within the study area will be included in Background Traffic scenarios (typ). Note that the Rolling Meadows/Bull Hill traffic impact study does not provide peak hour volumes for us to reference. If/when these become available, they can be added if this development has not yet been approved.

**CDOT Traffic Comment 5:** Internal trip reduction: Per SHAC, "internal trip reductions will not exceed two percent for the AM peak or eight percent for PM peaks unless clearly justified and documented by actual studies." The NCHRP may be used only when distances between the land uses are known, which is not the case. Use the SHAC values instead of suggested values.

**Comment Response:** Comment acknowledged. Internal captured reductions will follow CDOT SHAC guidelines.

**CDOT Traffic Comment 6:** Distribution: It should be determined after the counts get collected and based on the mapped AADT values. Therefore, we cannot comment on this assumption yet.

**Comment Response:** Distribution will be determined based the located of the development site within the County, proposed and existing area land uses, allowed turning movement, available roadway network, and in reference to collected traffic count data (typ).