



**SM ROCHA, LLC**

TRAFFIC AND TRANSPORTATION CONSULTANTS

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April 18, 2024

Elizabeth Nijkamp, PE  
El Paso County  
Department of Public Works  
2880 International Circle  
Colorado Springs, Colorado 80910

**RE: Flying Horse North Filing 3  
Site Traffic Generation and Traffic Impact Study Compliance Letter  
PCD File No. SF2326**

Dear Elizabeth,

SM ROCHA, LLC is pleased to submit vehicle traffic generation information for the proposed subdivision and residential development located near the terminus of Quartz Creek Drive in El Paso County, Colorado.

This letter serves as an update to the previously submitted Flying Horse North Preliminary Plan Master Traffic Impact Study<sup>1</sup> prepared for the overall PUD/Preliminary Plan application, pursuant to Section B.1.3 of El Paso's County's Engineering Criteria Manual (ECM)<sup>2</sup>.

### **General Site Description**

Land for the development is vacant and surrounded by a mix of residential and recreational land uses.

The proposed development entails a new subdivision plat for the construction of 50 single-family dwelling units, consistent with that assumed within the Flying Horse North Preliminary Plan Master Traffic Impact Study.

Primary access to the development is generally provided via the extension of Quartz Creek Drive and Allen Ranch Road.

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<sup>1</sup> Flying Horse North Preliminary Plan: Master Traffic Impact Study, SM ROCHA, LLC, March 2024.

<sup>2</sup> El Paso County Engineering Criteria Manual, El Paso County, October 2020.

### Site Generated Traffic

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

Trip generation rates used for analysis are presented in Table 1.

**Table 1 – Trip Generation Rates**

| ITE<br>CODE | LAND USE                       | UNIT | TRIP GENERATION RATES |              |      |       |              |      |       |
|-------------|--------------------------------|------|-----------------------|--------------|------|-------|--------------|------|-------|
|             |                                |      | 24<br>HOUR            | AM PEAK HOUR |      |       | PM PEAK HOUR |      |       |
|             |                                |      |                       | ENTER        | EXIT | TOTAL | ENTER        | EXIT | TOTAL |
| 210         | Single-Family Detached Housing | DU   | 9.43                  | 0.18         | 0.53 | 0.71  | 0.59         | 0.53 | 1.12  |

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 and provides comparison to traffic volume estimates for the previously assumed land use.

**Table 2 – Trip Generation Summary**

| ITE<br>CODE                                  | LAND USE                       | SIZE  | TOTAL TRIPS GENERATED |              |      |       |              |      |       |
|--|--------------------------------|-------|-----------------------|--------------|------|-------|--------------|------|-------|
|  |                                |       | 24<br>HOUR            | AM PEAK HOUR |      |       | PM PEAK HOUR |      |       |
|  |                                |       |                       | ENTER        | EXIT | TOTAL | ENTER        | EXIT | TOTAL |
| <u>Site Development - Previously Assumed</u> |                                |       |                       |              |      |       |              |      |       |
| 210  | Single-Family Detached Housing | 50 DU | 472                   | 9            | 27   | 36    | 30           | 27   | 56    |
| <i>Previously Assumed Total:</i>             |                                |       | 472                   | 9            | 27   | 36    | 30           | 27   | 56    |
| <u>Site Development - Proposed</u>           |                                |       |                       |              |      |       |              |      |       |
| 210  | Single-Family Detached Housing | 50 DU | 472                   | 9            | 27   | 36    | 30           | 27   | 56    |
| <i>Proposed Total:</i>                       |                                |       | 472                   | 9            | 27   | 36    | 30           | 27   | 56    |

Key: DU = Dwelling Units.

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

As Table 2 illustrates, the proposed development has the potential to generate approximately 472 daily trips with 36 of those occurring during the morning peak traffic hour and 56 during the afternoon peak traffic hour.

## Traffic Impact Study Compliance

Section B.1.3 of El Paso County's ECM describe that an approved traffic impact study may be revised or updated if the following conditions are met:

*An approved TIS that has been prepared in the last three years may be revised or updated where a proposed access is changed or a change in the proposed action may result in new trip generation that exceeds the original trip generation estimates. An amendment letter addressing the changes may be accepted provided the letter adequately addresses: (1) an estimate of site trip generation, (2) existing site trip generations, (3) the differences between anticipated estimates and existing trip generation, and (4) changes to the bicycle or pedestrian facilities. If the original TIS is older than three years, an entirely new TIS shall be prepared.*

The proposed development is considering 50 single-family dwelling units, consistent with that assumed within the Flying Horse North Preliminary Plan Master Traffic Impact Study. As a result, and as shown in Table 2, Section B.1.3 of the County's ECM is believed to be met.

## Development Impacts

As Table 2 shows, there is no change in estimated peak hour traffic volumes anticipated for the proposed plat filing when compared to the latest Flying Horse North Preliminary Plan Master Traffic Impact Study.

The latest Flying Horse North Preliminary Plan Master Traffic Impact Study provided analyses and summary tables describing recommended intersection and roadway improvements associated with the overall preliminary plan. As described within the referenced master traffic study, Allen Ranch Road is currently classified as a rural local roadway and accommodates approximately 790 trips/day.

Review of Table 2-5 of the County's ECM suggests that rural local roadways have a design ADT of 750 trips/day. This suggests that Allen Ranch Road already meets requirements for the County's urban local roadway classification and cross-section.

In review of the master traffic study, intersection operations and roadway capacities analyzed for all conditions and scenarios suggest Allen Ranch Road is able to accommodate future traffic growth under its current cross-section. Therefore, the need to improve the roadway is assumed to be triggered with any new development along the roadway, from a vehicle-volume perspective only.

As such, considering how the master traffic study projects efficient and acceptable intersection operations and roadway capacities for Allen Ranch Road, a request to defer Allen Ranch Road improvements to later stages of development is proposed (i.e., development of the resort hotel or fitness center).

## Conclusion

It is our professional conclusion that the site generated traffic volumes presented by the proposed residential development will create no discernable impact to operations of the adjacent roadway and roadway intersections.

It is trusted that information provided within the amendment letter will assist in the review and approval of the proposed residential development. We remain available should additional assistance be needed.

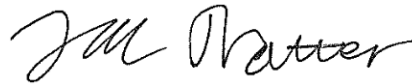
Sincerely,

### **SM ROCHA, LLC**

*Traffic and Transportation Consultants*



Brandon Wilson, EIT  
Project Manager



Zac Trotter, EIT  
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.



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Fred Lantz, P.E. #23410

04/18/2024

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Date

**Developer's Statement**

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

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

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Date