



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

January 30, 2025

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

**RE: Retreat at PrairieRidge Filing 3 / Traffic Generation Analysis
El Paso County, Colorado**

Dear Loren,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Retreat at PrairieRidge Filing 3. This development is located near the southwest corner of Vollmer Road and Poco Road 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 Study¹ prepared for the overall Preliminary Plan application, pursuant to Section B.1.2.D of El Paso County's Engineering Criteria Manual² (ECM).

The following is a summary of analysis results.

Site Description and Access

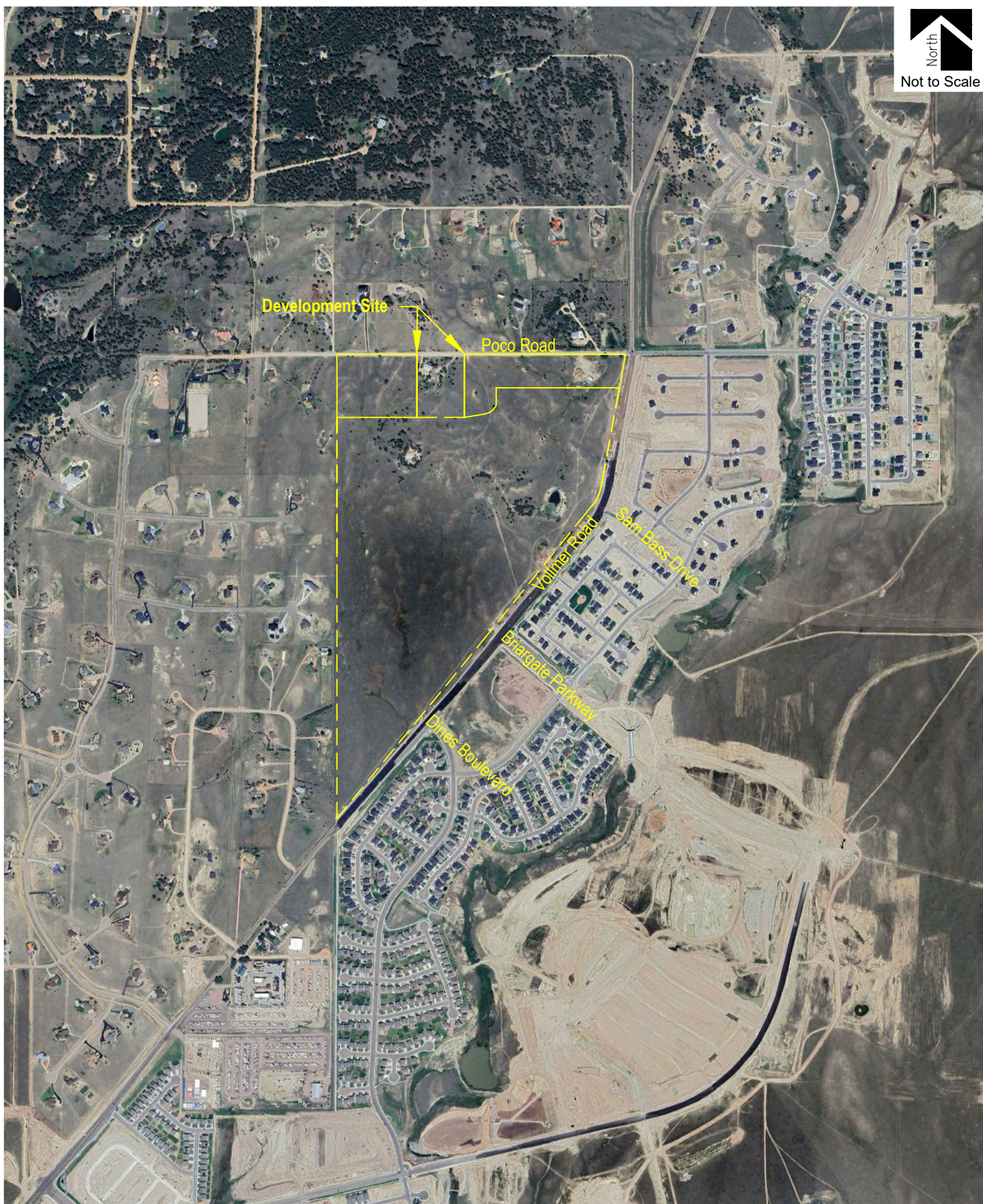
Land for the development is partially occupied by one single-family detached home and surrounded predominately by existing residential land uses. The proposed development is understood to entail the new construction of five single-family homes.

Proposed access to the development will be provided via individual private access drives onto Poco Road serving each single-family lot.

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

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

² El Paso County Engineering Criteria Manual, El Paso County, October 2020.



RETREAT AT PRAIRIERIDGE FILING 3

Traffic Generation Analysis

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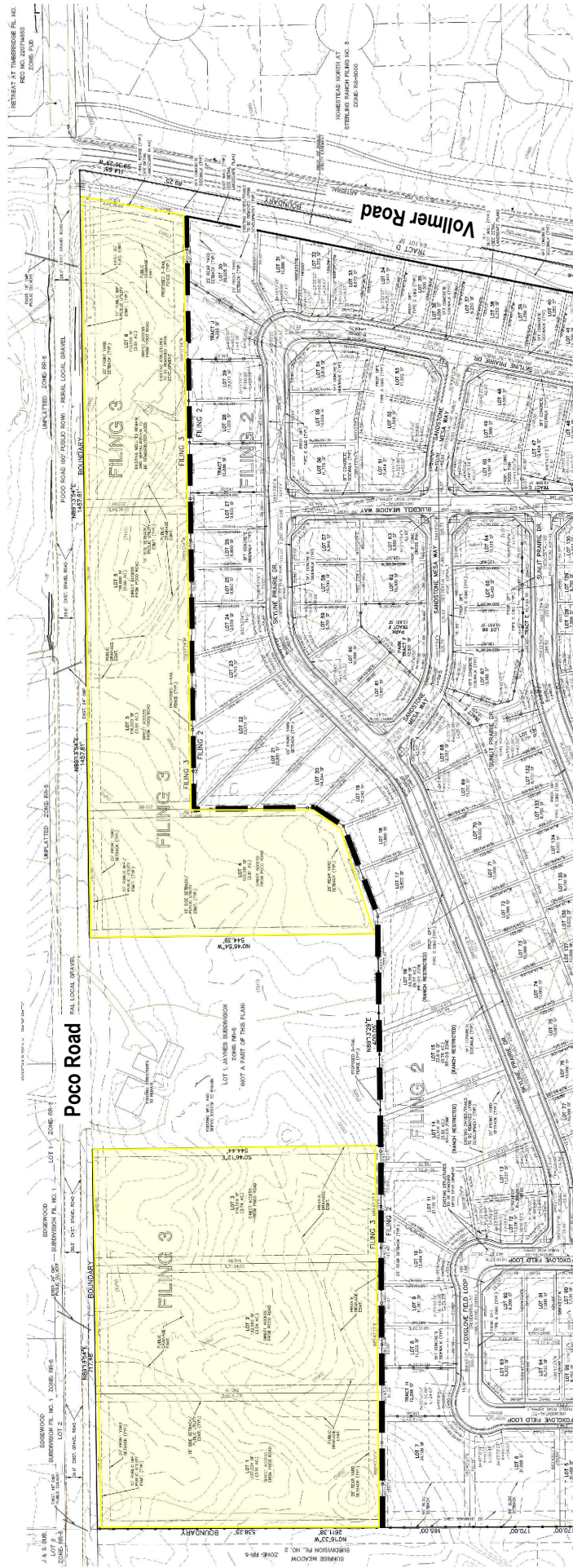
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Figure 1
SITE LOCATION

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Not to Scale



RETREAT AT PRAIRIERIDGE FILING 3
Traffic Generation Analysis

Figure 2
PRELIMINARY PLAN

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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) was used for analysis because of its best fit to the proposed land use.

Table 1 – Trip Generation Rates

ITE CODELAND USEUNIT			TRIP GENERATION RATES						
			24 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	0.70	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 and provides comparison to traffic volume estimates for the previously approved Retreat at PrairieRidge Filings 1-3 Preliminary Plan & Rezones traffic study.

Table 2 – Trip Generation Summary

ITE CODELAND USESIZE			TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Previously Approved *</u>									
210	Single-Family Detached Housing	6 DU	57	1	3	4	4	2	6
Previously Approved Total:			57	1	3	4	4	2	6
<u>Site Development - Proposed</u>									
210	Single-Family Detached Housing	6 DU	57	1	3	4	4	2	6
Proposed Total:			57	1	3	4	4	2	6
Difference Total:			0	0	0	0	0	0	0

Key: DU = Dwelling Units.

* = Retreat at PrairieRidge Filings 1-3 Preliminary Plan & Rezones: Traffic Impact Study, SM ROCHA, LLC, June 2024.

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

As Table 2 shows, the proposed 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. Table 2 further shows how proposed development traffic volumes do not exceed that approved in the Retreat at PrairieRidge Filings 1-3 traffic study.

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.

Vehicle Trip Generation Comparison & Development Impacts

As Table 2 shows, the proposed development does not exceed traffic volumes approved for the area in comparison to previously projected volumes of the overall development area. These volumes are not likely to negatively impact operations of Vollmer Road nor other adjacent roadways or intersections.

Recommended Improvements

In conjunction with recommended roadway and intersection improvements identified within the Retreat at PrairieRidge Filing 1-3 Preliminary Plan & Rezones traffic study, no improvements associated with Filing 3 are being recommended.

Conclusion

This analysis assessed traffic generation for the Retreat at PrairieRidge Filing 3 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 is expected to create no negative impact to traffic operations for the surrounding roadway network and proposed site accesses. 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 3 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