



June 24, 2026

Teresa Guagliardo
Access Manager
CDOT Region 2 Traffic & Safety
5615 Wills Boulevard, Suite A
Pueblo, CO 81008

Re: Trinity Ranch CS Rezone - Traffic Impact Study CDOT 2nd Review Response Letter
SH-94 and Peyton Highway
El Paso County, Colorado

Dear Ms. Guagliardo:

Thank you for the review letter dated June 3, 2026 and the comments provided to the *Trinity Ranch Traffic Impact Study* dated April 21, 2026. The purpose of this letter is to provide comment responses to assist staff at the State of Colorado Department of Transportation (CDOT) with review of the revised traffic study.

Traffic

Traffic Comment #1: An eastbound left turn lane is warranted at the CO-94 Access intersection based on projected 2050 background plus project traffic volumes being 31 eastbound left turns during the peak hour and the threshold being 10 vph. Based on the 65 mile per hour speed limit, the deceleration length is 500 feet, plus a 300-foot taper. In addition, a 30-foot storage length is required based on the peak hour left turn entering volume. Therefore, the eastbound left turn lane is recommended to provide a length of 530 feet plus a 300-foot taper to meet CDOT turn lane standards.

Response: Comment acknowledged, the traffic study will continue to recommend this left turn lane and the associated lengths.

Traffic Comment #2: The subdivision of the property is required to accommodate access to adjacent properties, either through platting of public roadway or private easements. No other access to CO-94 will be permitted between Peyton Highway and the site access.

Response: It is understood that the property will need to accommodate cross access to adjacent properties and that no other access will be permitted between Peyton Highway and the site access location.

Traffic Comment #3: In addition to the above requirements, the development is required to contribute a fair share cost for the future traffic signal at SH094A & Peyton Highway in the amount of \$17,500.

Response: It is understood that the project will be required to contribute a fair share cost towards the future traffic signal at the SH-94 and Peyton Highway intersection.

Access

Access Comment #1: The State Highway Access Code requires an access permit if the proposed vehicle volumes increase by 20 percent or more, the development is adjacent to the state highway, and/or significant changes in the use of the property are made which will

affect access operation, traffic volume and/or vehicle type. Subdivision of land requires access in accordance with the State Highway Access Code.

Response: It is understood that a CDOT Access Permit will be required for this development at the project access along SH-94 and the temporary access at SH-94/Antelope Drive. Project traffic is not anticipated to increase existing traffic volumes by more than 20 percent at the intersection of SH-94 and Peyton Highway with the maximum expected increase at six (6) percent on the north leg (7 project / 124 existing) and three (3) percent on the south leg (3 project / 86 existing).

Access Comment #2: A CDOT Access Permit will be required for this development to document the required improvements.

Response: It is understood that a CDOT Access Permit will be required for this development at the project access along SH-94 and conditions for those improvements will be identified in the access permit. The access permit will be submitted after rezoning as part of the subdivision site plan.

We appreciate your review and comments provided for the traffic study as well as your willingness for continued coordination on this project. If there are any questions or if anything else is needed, please feel free to contact me.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

A handwritten signature in blue ink that reads "Jeffrey R. Planck".

Jeffrey R. Planck, P.E.
Project Manager - Traffic