

TRAFFIC IMPACT STUDY

Trinity Ranch

- RR-2.5 Rezone

El Paso County, Colorado

PCD File No. CS252

Delete

P267

This has been
revised.

Prepared for:

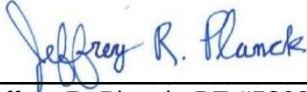
20165 Howle Street, LLC

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

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.



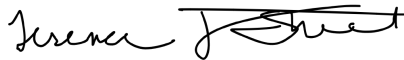
Jeffrey R. Planck, PE #53006

April 21, 2026

Date

Developer's Statement

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



Mr. Terry Street
20165 Howle Street, LLC
8576 Via Gwynn Way
Fair Oaks, CA 95528

May 4, 2026

Date

Trinity Ranch

~~PCD File No. CS252~~

El Paso County, Colorado

P267

Revised.

Prepared for
20165 Howle Street, LLC
8576 Via Gwynn Way
Fair Oaks, CA 95528

Prepared by
Kimley-Horn and Associates, Inc
2 North Nevada Avenue
Suite 900
Colorado Springs, Colorado 80903
(719) 453-0180

April 2026



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

1.0 EXECUTIVE SUMMARY

Trinity Ranch is proposed to be located near the northeast corner of the State Highway 94 (SH-94) and Peyton Highway intersection in El Paso County, Colorado. The project is proposed to contain single-family homes and a commercial component, currently envisioned to be mini-warehouse uses on approximately 138 acres. The latest preliminary plan identifies 35 single-family homes to be completed in two filings. For the purpose of this analysis, the project is anticipated to include approximately 40 single-family homes and 1,250 storage units. This traffic study was previously submitted for the Commercial Service (CS) Rezone which includes approximately 35 acres in the southern portion of the overall site. The CS Rezone has been evaluated as 1,250 storage units which equates to approximately 200,000 square feet of building area. The study was then updated to document the traffic impacts to the remaining 100 acres of the project, which is proposed to rezone from RR-5 to RR-2.5. However, the overall project site has been evaluated in this study to appropriately evaluate the study area intersections with future development. It is expected that the project will be completed in the next several years over two filings. Filing No. 1 will consist of 17 2.5 acre single family homes anticipated to be completed in 2029 and the full buildout of the project anticipated to be completed in 2030. Therefore, analysis was conducted for the 2029 and 2030 short-term buildout horizons as well as the 2050 long-term twenty-year planning horizon.

When is the commercial portion expected to be built?

The purpose of this traffic study is to evaluate the potential project traffic impacts and develop mitigation measures related to the intersection of SH-94 and Peyton Highway was in El Paso County and State of Colorado Department of Transportation (CDOT) standards and requirements. In addition, the intersection of SH-94 and Antelope Drive was evaluated for the 2029 horizon and the proposed access along SH-94 was evaluated during the 2030 and 2050 horizons.

The commercial portion is anticipated to come soon after the initial residential phase; therefore, the phase 1 of residential was evaluated in the 2029 horizon while the full buildout was evaluated in the 2030 horizon.

Regional access to Trinity Ranch will be provided by SH-94. Primary access will be provided by SH-94 and Peyton Highway. Direct access for Filing No. 1 will be provided by SH-94 and Antelope Drive. Direct access for the full buildout of the site will be provided by a full movement access located approximately 4,275 feet east of the SH-94 and Peyton Highway intersection. During Filing No.1, a gravel emergency access road will be constructed to provide access to SH-94 and

Indicate if this access is intended to be gated to limit access.

will be restricted to emergency vehicles only. Cross access will also be provided at Golden Eagle

In Filing No. 1 there will be a gravel road constructed from Golden Eagle to HWY 94 that is for emergency access only. It will have a chained off entrance to prevent anyone from HWY94 coming onto the drive. We will provide the chain a distance off the roadway so that an emergency vehicle can stage completely off HWY 94. Roadway will be HS-20 rated and the width will be per IFC requirements.

The gated portion of this response has been identified in more detail in the revised traffic study.

development to the west of the site occurs in the future, cross access to the property to the west.

Be sure overall length of the cul-de-sac is being looked at from the last intersection. Max length for rural CDS is 1600'.

17 2.5 acre single-family houses is expected to generate 19 trips occurring during the morning peak hour and 19 of

Yes, we are going to need to write a deviation for the cul-de-sac length. From the intersection of Golden Eagle to the end of proposed cul-de-sac is approximately 4,035 linear feet. It should be noted that the existing cul-de-sac is 1,900 linear feet in existing conditions, which exceeds the 1,600 linear feet code requirement. In our case, by extending it further, we are able to provide a secondary access down to HWY 94 for emergency access, which improves the current situation.

these trips occurring during the afternoon peak hour. 17 storage units and 40 single family houses is expected to generate 19 daily trips, with 47 of these trips occurring during the afternoon peak hour.

Based on the analysis presented in this report, Kimley-Horn believes Trinity Ranch will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

State what the traffic is at this intersection and how it meets criteria and doesn't need any improvements

- With Filing No. 1 of development consisting of 17 2.5 acre single family houses, the project is anticipated to only gain cross access from Golden Eagle Drive to the east through the intersection of SH-94 and Antelope Drive. There are no improvements needed at the intersection of SH-94 and Antelope Drive to successfully incorporate Filing No.1 into the existing roadway network.
- With completion of the future filings for the Trinity Ranch project, a public street access intersection is proposed along the north side of SH-94. It is recommended that the public street access intersection operate with stop control with installation of a R1-1 "STOP" sign the southbound exiting approach. A separate eastbound left turn lane is warranted at the project access based on CDOT criteria and the left turn traffic volume projections along SH-94. This eastbound left turn lane should provide a length of 530 feet plus a 300-foot taper.

This has been revised to provide additional clarity.

3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections during the weekday morning and afternoon peak hours on Tuesday, April 29, 2025 for SH-94 and Peyton Highway and on Tuesday, March 10, 2026 for SH-94 and Antelope Drive. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B**.

3.4 Unspecified Development Traffic Growth

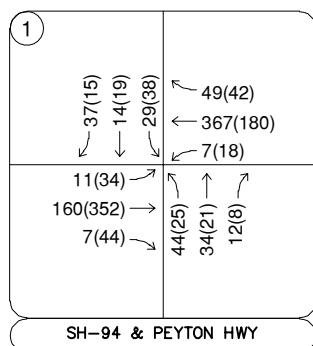
According to information provided on the website for the Colorado Department of Transportation (CDOT), the 20-year growth factor along SH-94 in the vicinity of the site is between 1.23. The 20-year growth factor equates to an annual growth rate of one (1) percent along SH-94.

Later in the report, it appears the old MTCP was still be used. Verify information represents information that is in the 2024 MTCP.

According to traffic projections from the El Paso County Major Transportation Corridor Plan (MTCP) traffic model, the 20-year growth factor of 1.23 equates to an annual growth rate of one (1) percent. Therefore, the 20-year growth factor equates to an annual growth rate of one (1) percent along SH-94. 2.6. Peyton Highway and Antelope Drive. The eastbound and westbound traffic volumes, the growth rate and the traffic volume projections are shown in **Figure 4**.

It should be noted that the recently adopted 2024 Major Transportation Corridor Plan (MTCP) only provides wide ranges of ADT projections (i.e. 0 - 10,000 vehicles per day) and does not provide more refined ADT projections (i.e. 10,200 vpd); therefore, traffic volume growth projections cannot be calculated with the 2024 MTCP. As a result, the previous 2016 MTCP was utilized to determine the appropriate traffic volumes projections in the area.

Future traffic projections and growth rate are included in **Appendix C**. These annual growth rates were used to estimate near-term 2029, 2030 and long-term 2050 traffic volume projections at the key intersections. Background traffic volumes for 2029, 2030 and 2050 are shown in **Figure 4**, **Figure 5** and **Figure 6**, respectively.



Include this intersection

This intersection has been included for the buildout and long-term horizons in the revised traffic study (previously only Phase 1).

FIGURE 5

Trinity Ranch
El Paso County, CO
2030 Background Traffic Volumes

LEGEND

- (X) Study Area Key Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume



①	
130(53) 48(68) 101(135)	174(150) 448(219) 24(63)
39(121) 195(430) 24(154)	154(87) 121(72) 43(29)
SH-94 & PEYTON HWY	

Include this intersection

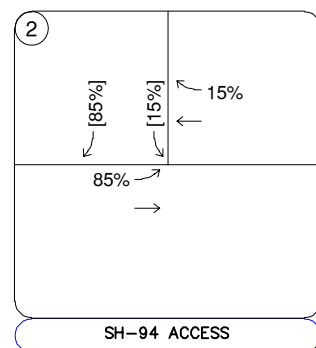
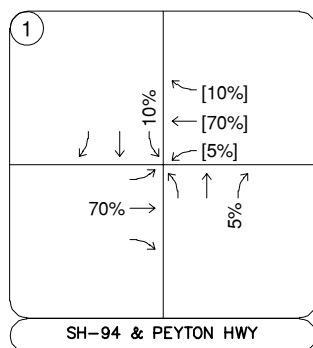
Revised.

FIGURE 6

Trinity Ranch
El Paso County, CO
2050 Background Traffic Volumes

LEGEND

- (X) Study Area Key Intersection
- xxx(xxx) Weekday AM(PM)
Peak Hour Traffic Volumes
- xx,x00 Estimated Daily Traffic Volume



Include this intersection

Revised.

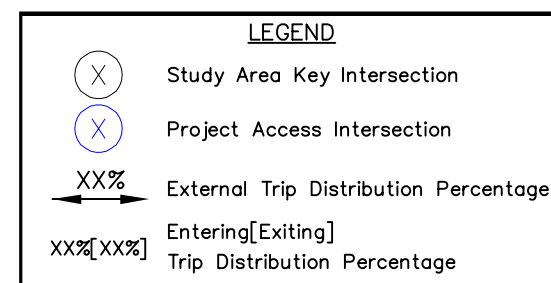
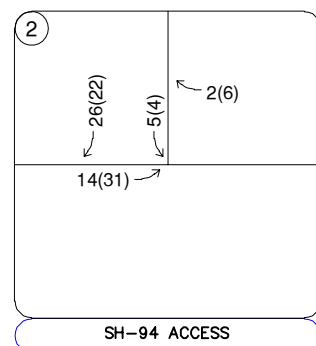
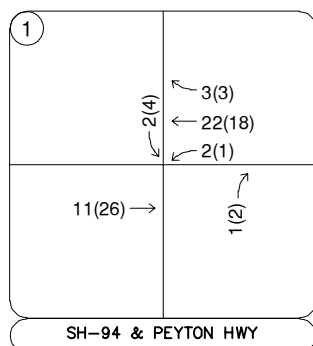
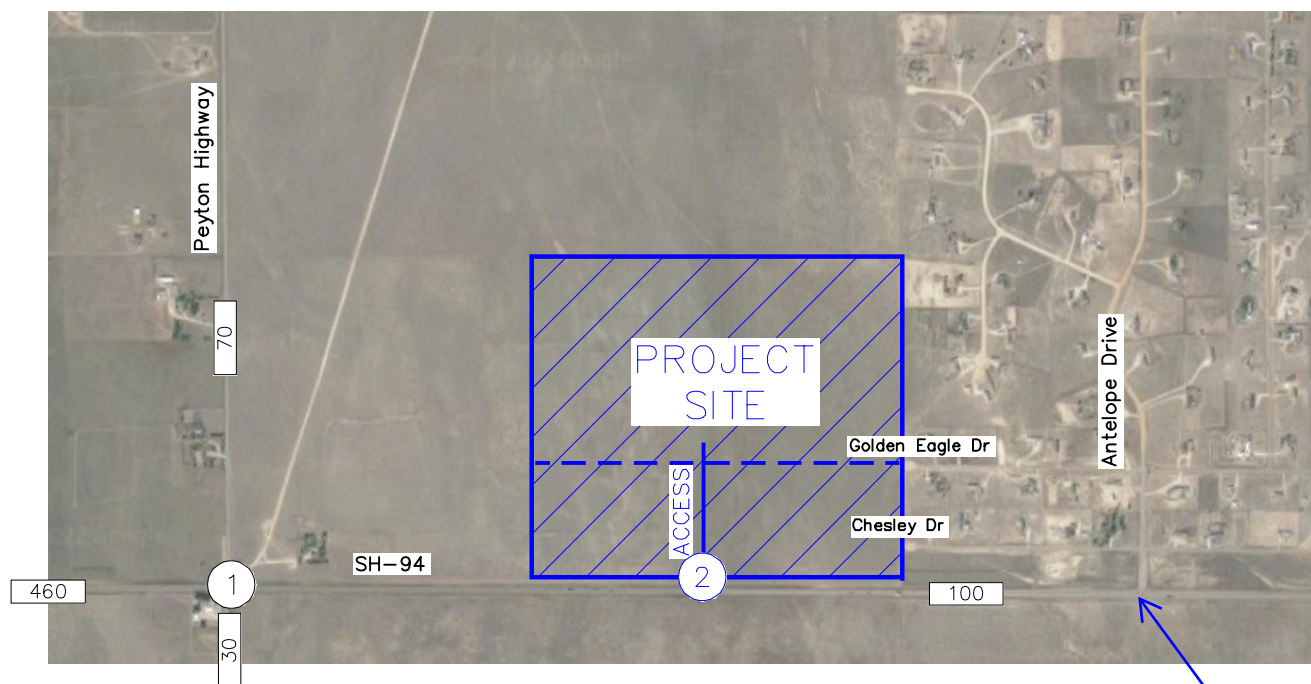


FIGURE 8

Trinity Ranch
El Paso County, CO
Total Project Trip Distribution



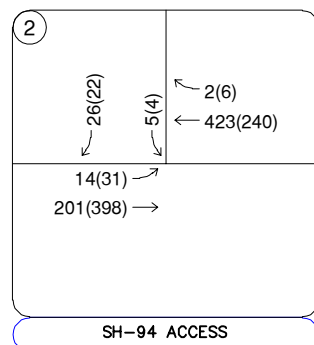
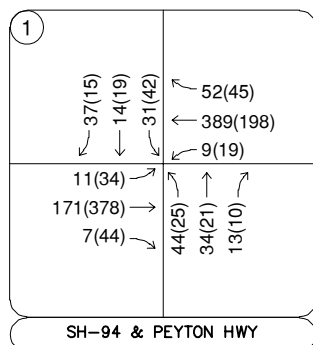
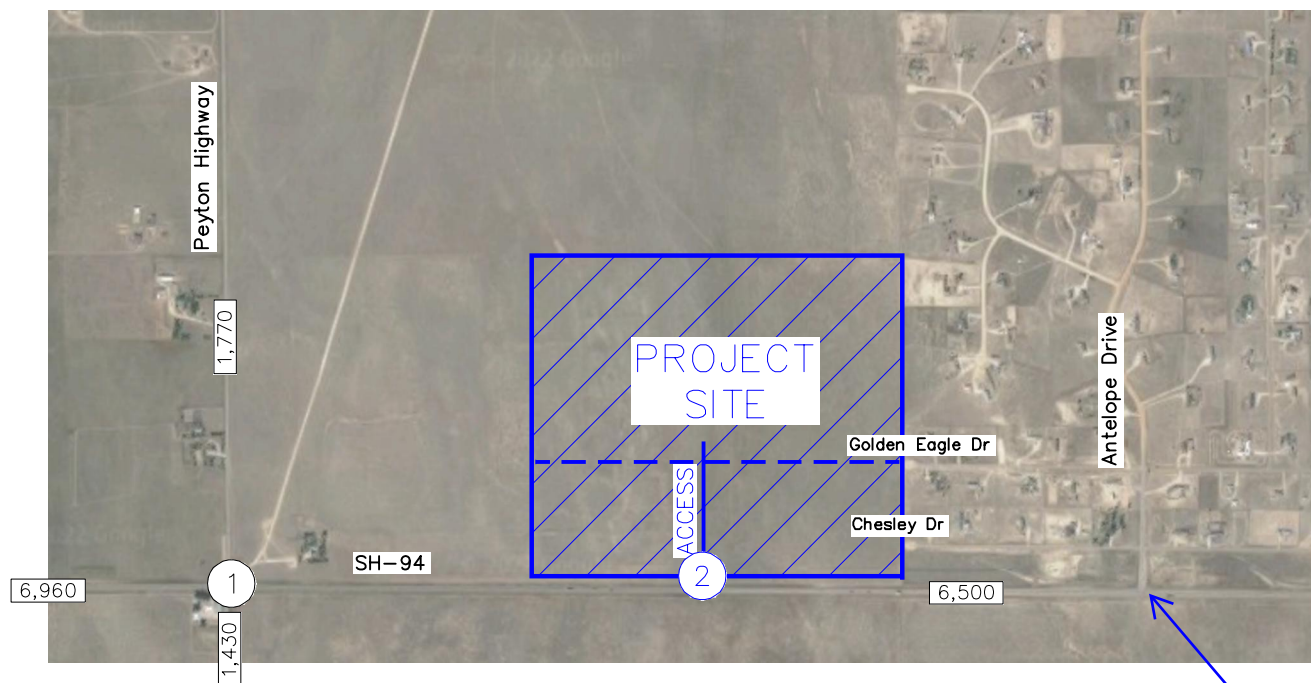
Include this intersection

Revised.

LEGEND	
	Study Area Key Intersection
	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE 10

Trinity Ranch
El Paso County, CO
Total Project Traffic Assignment



Include this intersection

Revised.

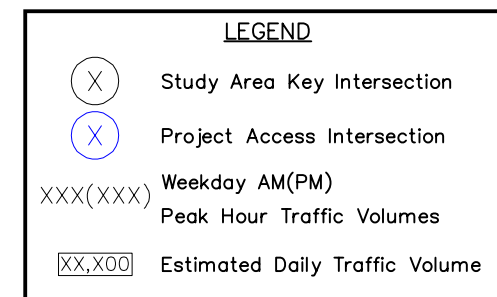
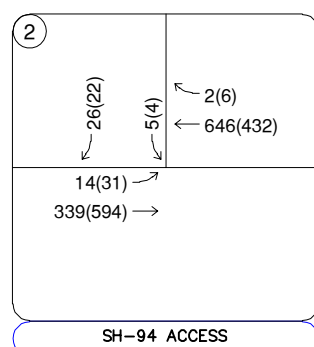
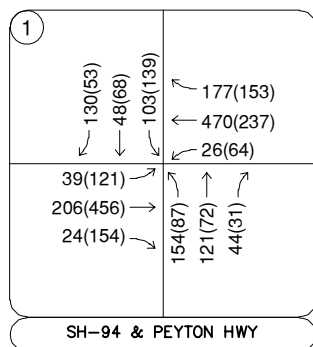
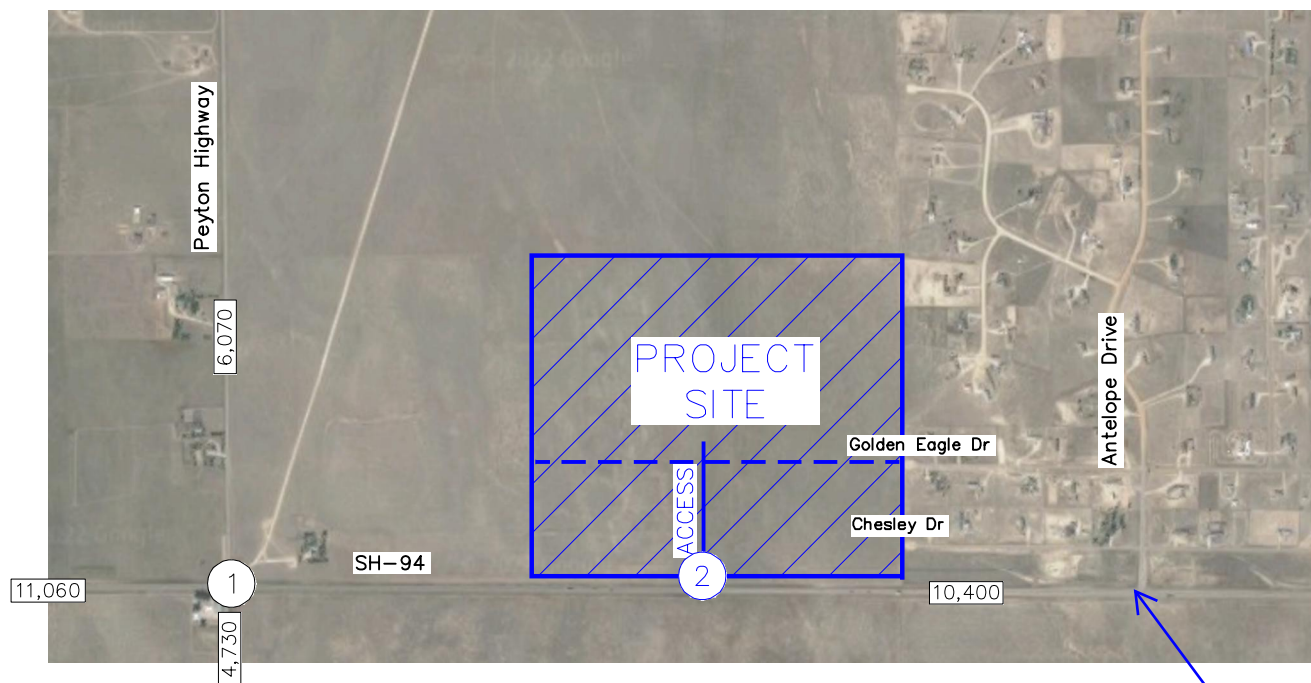


FIGURE 12

Trinity Ranch
El Paso County, CO
2030 Total Traffic Volumes



Include this intersection

Revised.

LEGEND	
(X)	Study Area Key Intersection
(X)	Project Access Intersection
XXX(XXX)	Weekday AM(PM) Peak Hour Traffic Volumes
XX,X00	Estimated Daily Traffic Volume

FIGURE 13

Trinity Ranch
El Paso County, CO
2050 Total Traffic Volumes

- A left turn deceleration lane and taper with storage length is required for any access with a projected peak hour ingress turning volume greater than 10 vph. The taper length will be included within the required deceleration length.
- A right turn deceleration lane and taper is required for any access with a projected peak hour ingress turning volume greater than 25 vph. The taper length will be included within the required deceleration length.
- Right turn acceleration lane and taper is required for any access with a projected peak hour right turning volume greater than 50 vph when the posted speed on the highway is greater than 40 mph. The taper length will be included within the required acceleration length.

Based on traffic projections and the above thresholds, auxiliary turn lane requirements were for the proposed project access along SH-94 and are as follows:

SH-94 Project Access

- An eastbound left turn lane **is** warranted at the SH-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.
- A westbound right turn lane **is not** warranted at the SH-94 Access intersection based on projected 2050 background plus project traffic volumes being six (6) westbound right turns during the peak hour and the threshold being 25 vph. Therefore, a turn lane is not required based on CDOT Access Code turn lane requirements.
- A westbound acceleration lane along SH-94 from the Access southbound right turn **is not** warranted based on projected 2050 background plus project traffic volumes being 26 southbound right turns during the peak hour and the threshold being 50 vph. Therefore, an acceleration lane is not required based on CDOT Access Code turn lane requirements.

What about SH-94 and Antelope Dr intersection?
Please include in discussion

A turn lane evaluation for SH-94/
Antelope has been included in the
revised traffic study.

5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 6** with calculations provided within the level of service operational sheets in **Appendix E**.

Table 6 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length	2030 Calculated Queue (AM/PM)	2030 Recommended Length	2050 Calculated Queue (AM/PM)	2050 Recommended Length
SH-94 & Peyton Hwy					
Eastbound Left	515'	25'/25'	515'	25'/50'	100'
Westbound Left	525'	25'/25'	525'	25'/25'	75'
Northbound Left	DNE	DNE	DNE	175'/100'	310'
Southbound Left	DNE	DNE	DNE	100'/150'	310'
SH-94 Access					
Eastbound Left	DNE	25'/25'	530'+300'T	25'/25'	530'+300'T

DNE = Does Not Exist; **Blue** Text = Recommendation

All vehicle queues are anticipated to be managed within the existing or recommended turn lane lengths through 2050.

5.5 Access Spacing Requirements and Internal Roadway Classifications

According to El Paso County 2016 Major Roadway Classification and Access Plan Update, SH-94 is classified as a Principal Arterial roadway and is classified as a Minor Arterial roadway. The following identifies the intersection spacing requirements for the access intersections associated with the project:

SH-94 Access

The proposed Access along SH-94 is located approximately 4,275 feet east of the SH-94/Peyton Highway intersection (measured centerline to centerline) and 3,000 feet west of the SH-94/Antelope Drive intersection (measured centerline to centerline). The access will be constructed at the start of Filing No. 2. According to the El Paso County Engineering Criteria Manual, spacing intersections along rural Major Arterial roadways should be a half mile apart for all access intersections. Therefore, the proposed Access meets ECM standards.

SH-94 is classified as a Rural Principal Arterial and Peyton Highway is classified as a Rural Minor Arterial. The project access has been classified as a Rural Local Arterial. The project access has been classified as a Rural Local Arterial in the circulation plan and street classification map for roadways in the Trinity Ranch project.

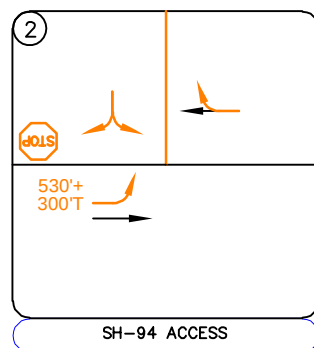
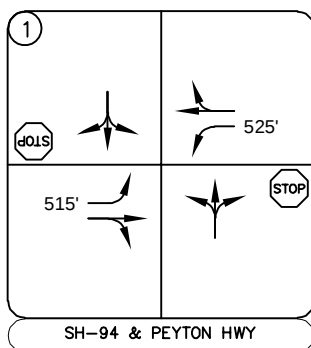
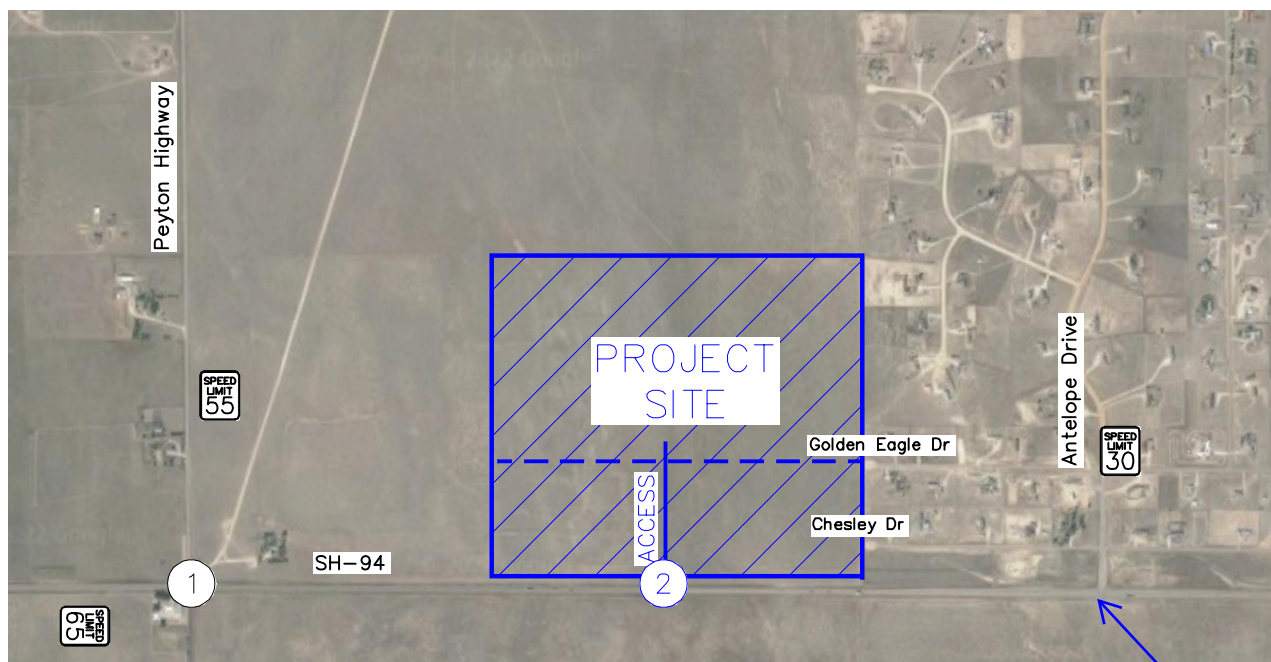
5.6 Sight Distance Evaluation

It is recommended that sight triangles be provided at all site access points to give drivers exiting the site a clear view of oncoming traffic. Landscaping and objects within sight triangles must not obstruct drivers' views of the adjacent travel lanes. ECM design sight distances for left turn from stop from public street intersections (Table 2-21) was evaluated at the public access intersection along SH-94. ECM does not provide sight distances for right-turning vehicles from stop for public street intersections; therefore, AASHTO standards were used for right-turn from stop distances at the public access intersection along SH-94. The following identifies sight distance requirements for the access intersection:

Does Antelope Dr have a left turn as well?

SH-94 Access

With El Paso County standards and a roadway design speed of 65 miles per hour, the intersection sight distance for a vehicle turning left from stop is not provided but can be determined by extrapolating data. Therefore, the intersection sight distance for a vehicle turning left from stop is 720 feet. Since the access along SH-94 will have a left turn lane, exiting left turn movements will cross one extra lane. Yes, this has been referenced to Antelope Drive as well in the revised traffic study. Additional time should be added based on factors from AASHTO. According to the AASHTO standards for Left Turn from the Minor Road, for left turns onto two-way roadways including turn lanes, 0.5 seconds should be added to the time gap for passenger cars for each additional lane. Based on this, one additional lane accounts for an additional 0.5 seconds and approximately 50 feet of sight distance ($0.5 \text{ sec} * 65 \text{ mph} * 5280 \text{ ft/mi} / 3600 \text{ sec/hr} = 47.66 \text{ feet}$) and a total of 770 feet of sight distance (720 feet + 50 feet). The AASHTO standards for the sight distance for a vehicle turning right from stop is 625 feet. Therefore, all obstructions for left turning vehicles from stop should be clear to the right within the triangle created with a vertex point located 13 feet from the edge of the major road traveled way and a line-of-sight distance of 770 feet located in the middle of the westbound through lane along SH-94. Likewise, all obstructions for right turning vehicles from stop should be clear to the left within the triangle created with a vertex point located 13 feet from the edge of the major road traveled way and a line-of-sight distance of 625 feet located in the middle of the eastbound through lane along SH-94. Therefore, it is believed that the proposed access along SH-94 Parkway is appropriately located to provide necessary sight distances.



Be sure to include this intersection as this is the "main" access for Filing 1. Typical comment for following Figures as well.

2029 Rec Geo Figure has been added while SH-94/Antelope has been added to 2030 buildout and 2050 long-term recommended geometry figures.

LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- ⋮ Signalized Intersection
- STOP Stop-Controlled Approach
- Improvement
- 100' Turn Lane Length (feet)

FIGURE 15

Trinity Ranch
El Paso County, CO
2030 Recommended Geometry and Control

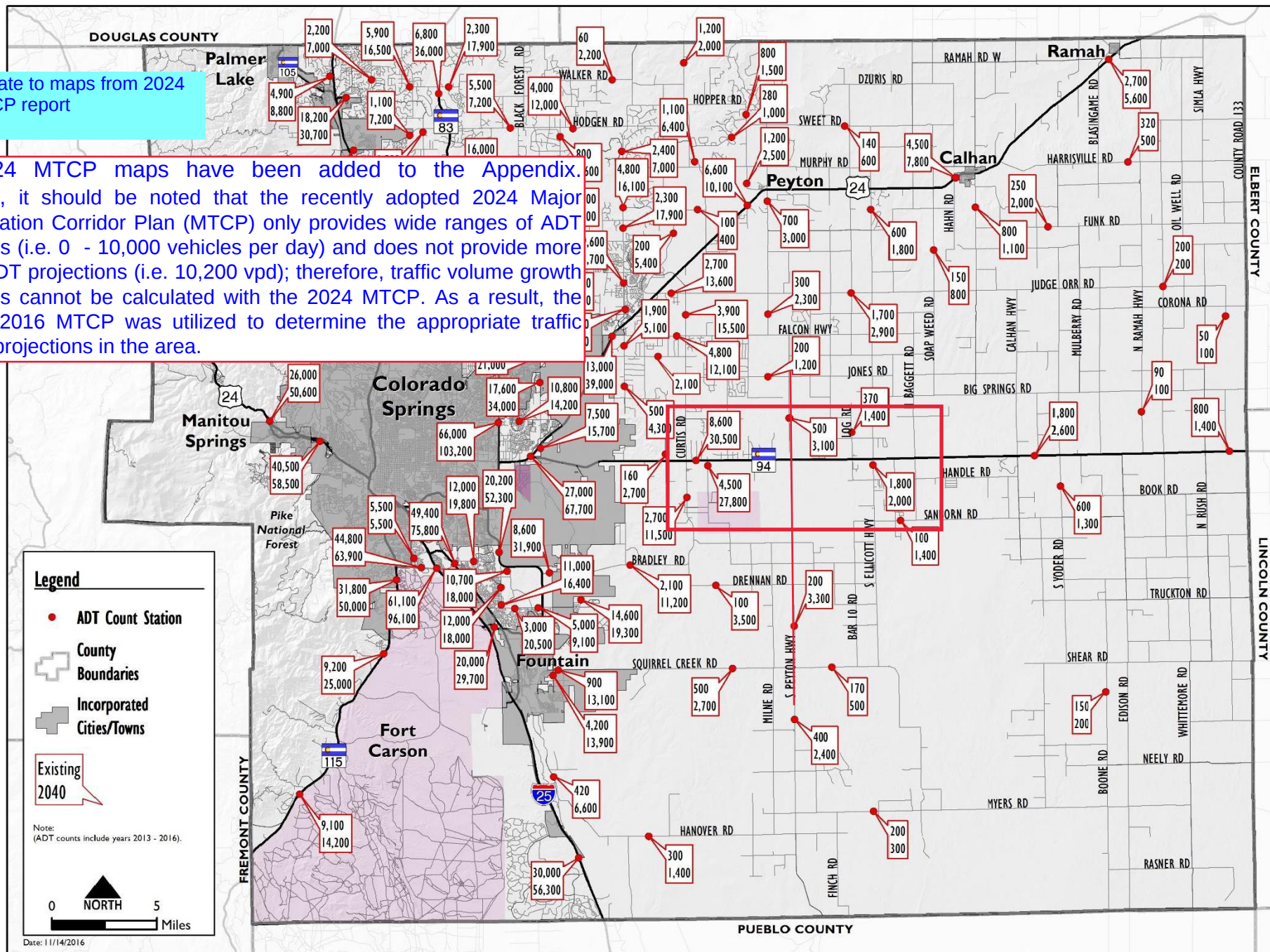
6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes Trinity Ranch will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- With Filing No.1 of development consisting of 17 2.5 acre single family houses, the project is anticipated to only gain cross access from Golden Eagle Drive to the east through the intersection of SH-94 and Antelope Drive. There are no improvements needed at the intersection of SH-94 and Antelope Drive to successfully incorporate Filing No.1 into the existing roadway network. **What about once Filing 2 is completed?**
- With completion of the future Trinity Ranch project, a public street access intersection is proposed along SH-94. **This has been revised to provide additional clarity.** It is recommended that the public street access intersection operate with stop control with installation of a R1-1 "STOP" sign the southbound exiting approach. A separate eastbound left turn lane is warranted at the project access based on CDOT criteria and the left turn traffic volume projections along SH-94. This eastbound left turn lane should provide a length of 530 feet plus a 300-foot taper.
- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north and south legs of SH-94 at Peyton Highway are not anticipated to increase existing access traffic volumes by more than 20 percent, 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). Therefore, a CDOT access permit is not anticipated to be required at the SH-94 and Peyton Highway intersection in association with this project. An access permit will be required for the north leg of the proposed project access along SH-94.
- If future long term planning level 2050 traffic volume projections are realized, the intersection of SH-94 and Peyton Highway will meet warrants for signalization. Therefore, signalization may be the appropriate control at this intersection by the long-term horizon. If signal control is

Update to maps from 2024
MTCP report

The 2024 MTCP maps have been added to the Appendix. However, it should be noted that the recently adopted 2024 Major Transportation Corridor Plan (MTCP) only provides wide ranges of ADT projections (i.e. 0 - 10,000 vehicles per day) and does not provide more refined ADT projections (i.e. 10,200 vpd); therefore, traffic volume growth projections cannot be calculated with the 2024 MTCP. As a result, the previous 2016 MTCP was utilized to determine the appropriate traffic volumes projections in the area.



Map 9: Existing and 2040 Traffic Volumes

Revised.

Update to Filing 1 since that is how it's referred to within report.

Trinity Ranch Phase-1 Weekday Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS								DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			
	Land Use + Code	Land Use	Subcategory	Source	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(210) Single-Family Detached Housing	Single-Family Detached Housing	All Sites	ITE 11th Ed	210	17	DU	$\ln(T) = 0.92 \ln(X) + 2.68$	50%	50%	99	99	198
Total:											99	99	198

Trinity Ranch Phase-1 AM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS									DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		
	Land Use + Code	Land Use	Subcategory	Source	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(210) Single-Family Detached Housing	Single-Family Detached Housing	All Sites	ITE 11th Ed	210	17	DU	$\text{Ln}(T) = 0.91 \text{Ln}(X) + 0.12$	25%	75%	4	11	15
Total:											4	11	15

Trinity Ranch Phase-1 PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS									DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		
	Land Use + Code	Land Use	Subcategory	Source	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total
1	(210) Single-Family Detached Housing	Single-Family Detached Housing	All Sites	ITE 11th Ed	210	17	DU	$\text{Ln}(T) = 0.94 \text{Ln}(X) + 0.27$	63%	37%	12	7	19
Total:											12	7	19