



February 19, 2026

Grant Langdon  
Antlers Range, LLC  
PO Box 38939  
Colorado Springs, CO 80937

**RE: Antlers Range Filing 1 / Transportation Memorandum  
El Paso County, Colorado**

Dear Grant,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Antlers Range Filing 1. This development is located near the northeast corner of Ayer Road and Meridian 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 provided for the development site, and consider potential impacts to the adjacent roadway network. This letter also serves as an update to the Antlers Range Traffic Impact Study<sup>1</sup> prepared for the overall Preliminary Plan application, pursuant to Section B.1.2.C of El Paso County's Engineering Criteria Manual (ECM)<sup>2</sup>.

The following is a summary of analysis results.

### **Site Description and Access**

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

The proposed Filing 1 development is understood to entail the new construction of nine single-family detached homes.

The overall traffic impact study for Antlers Range also assumed development of nine single-family detached homes in the same development area as currently proposed with this filing.

<sup>1</sup> Antlers Range: Traffic Impact Study, SM ROCHA, LLC, September 2025.

<sup>2</sup> El Paso County Engineering Criteria Manual, El Paso County, January 9, 2025.

Proposed access to the development is provided via one full-movement access onto Ayer Road aligning with Broken Antler Court (referred to as Access A). Consistent with site access analyzed within the overall traffic impact study, Access A will serve five single-family lots, while the additional four lots will have individual driveway access directly onto Ayer Road.

General site and access locations are shown on Figure 1.

A preliminary plan, as prepared by Edward-James Surveying, Inc. is shown on Figure 2. This plan is provided for illustrative purposes only.





Not to Scale



ANTLERS RANGE FILING 1  
Transportation Memorandum

Figure 2  
PRELIMINARY PLAN

February 2026  
Page 4



SM ROCHA, LLC  
Traffic & Transportation Engineering

## Existing and Committed Surface Transportation Network

Within the study area, Ayer Road is the primary roadway that will accommodate traffic to and from the proposed development. The secondary roadway includes Meridian Road. A brief description of each roadway, based on the County's Major Transportation Corridors Plan (MTCP)<sup>3</sup> is provided below:

Please include a statement that Ayer Rd is expected to be accepted into the EPC road network as a Minor Collector roadway.

Ayer Road is an east-west Statement added through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. East of Meridian Road, the County classifies Ayer Road as a non-County maintained roadway and provides a posted speed limit of 35 MPH.

West of Meridian Road, Ayer Road is classified as a major collector roadway and provides a posted speed limit of 40 MPH.

Meridian Road is a north-south minor arterial roadway having two through lanes north of Rex Road (one lane in each direction) and four through lanes south of Rex Road (two lanes in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. Meridian Road provides a posted speed limit of 55 MPH.

The study intersections along Ayer Road currently operate under stop-controlled conditions. A stop-controlled intersection is defined as a roadway intersection where vehicle right-of-way are controlled by one or more "STOP" signs.

Pursuant to the County's MTCP, Meridian Road will be widened from four to six through lanes from Woodmen Road to Stapleton Drive. The County's MTCP does not mention when this improvement will occur. For analysis purposes, it is assumed these improvements are completed by Year 2045.

No other regional or specific improvements for the above-described roadways are known to be planned or committed at this time.

The MTCP plan for this reach of Meridian Rd shows 4 lanes in 2065 not 6

Upon review of the MTCP, the statement above is correct - the segment of Meridian Road from Woodmen Road north to Stapleton Drive is shown to accommodate a 6-lane cross-section by Year 2045 (referencing Table 9 and Figures 23 & 31 of the MTCP).

For the segment of Meridian Road from Stapleton Drive north to Rex Road, Figure 23 of the MTCP shows a 4-lane cross-section by Year 2045 (which appears to be the existing cross-section).

For the segment of Meridian Road from Rex Road north to Hodgen Road, Table 6 of the MTCP describes rural minor arterial roadway upgrades while maintaining a 2-lane cross-section by Year 2045.

This statement in the traffic report will be updated accordingly to clarify.

<sup>3</sup> El Paso County Major Trans

### Vehicle Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 12<sup>th</sup> 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.

The overall traffic impact study for Antlers Range used trip generation rates from ITE’s Trip Generation Manual, 11<sup>th</sup> Edition, and included “Single-Family Detached Housing” land use in the same development area as currently proposed with this project.

Table 1 presents average trip generation rates of the proposed development area. Use of average trip generation rates presents a conservative analysis. ITE land use code 210 (Single-Family Detached Housing) was used for analysis because of its best fit to the proposed land use.

**Table 1 – Trip Generation Rates**

ITE CODE	LAND USE	UNIT	TRIP GENERATION RATES						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
210	Single-Family Detached Housing	DU	9.09	0.19	0.51	0.70	0.58	0.35	0.93

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 CODE	LAND USE	SIZE	TOTAL TRIPS GENERATED						
			24 HOUR	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
<u>Site Development - Previously Assumed *</u>									
210	Single-Family Detached Housing	9 DU	85	2	5	6	5	3	8
<i>Previously Approved Total:</i>			85	2	5	6	5	3	8
<u>Site Development - Proposed</u>									
210	Single-Family Detached Housing	9 DU	82	2	5	6	5	3	8
<i>Proposed Total:</i>			82	2	5	6	5	3	8
<b><i>Difference Total:</i></b>			<b>-3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Key: DU = Dwelling Units.  
\* = Antlers Range: Traffic Impact Study, SM ROCHA, LLC, September 2025.  
Note: All data and calculations above are subject to being rounded to nearest value.

please explain the difference if both the prelim plan and this final plat expect 9 units  
Explanation provided.

As Table 2 shows, the proposed development area has the potential to generate approximately 82 daily trips with 6 of those occurring during the morning peak hour and 8 during the afternoon peak hour. Table 2 further shows how proposed development traffic volumes do not exceed that assumed within the Antlers Range traffic impact 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 assumed for the area within the overall Antlers Range traffic study. These volumes are not likely to negatively impact operations of Ayer Road nor other adjacent roadways or intersections.

### **Levels of Service Analysis**

The overall traffic study prepared for Antlers Range used the SYNCHRO computer program to analyze the study intersections for future traffic conditions upon full development buildout.

As discussed previously, and as shown in Table 2, there is no change in peak hour traffic volumes anticipated for the proposed development. As such, the proposed land uses and densities are in compliance with the Antlers Range traffic study and therefore no changes to the level of service (LOS) results presented in the traffic study are expected.

Please reference Attachment A for specific LOS results analyzed within the overall Antlers Range traffic study.

### **Auxiliary Lane Analysis**

Auxiliary lanes for site development access drives were evaluated and are to be based on the County's ECM.

Considering development build-out, an evaluation of auxiliary lane requirements, pursuant to Section 2.3.7.D.1 of the County's ECM, indicates that no turn lanes are warranted upon development build-out of Filing 1.

## **Sight Distance and Access Spacing**

Pursuant to Section B.2.4.D of the County's ECM, an assessment of the appropriateness of proposed access locations was considered.

Table 2-35 of the County's ECM illustrates how 450 feet of sight distance is required along Ayer Road.

The preliminary plan shows how approximately 550 feet is being provided between Access A and the intersection of Meridian Road and Ayer Road. As a result, the access drive location serving Filing 1 is believed to be appropriate.

With the understanding that this preliminary plan was prepared in accordance to Section 2.3.6 of the County's ECM, access spacing and sight distance along Ayer Road is not expected to be an issue.

The preliminary plan is provided for reference in Attachment B.

A conceptual sight distance exhibit, illustrating approximate intersection sight distance triangles, is included for reference in Attachment C.

## **Multi-Modal Assessment**

In accordance with Section B.2.4.D of the County's ECM, an assessment to adequacy of pedestrian and bicycle facilities within the study area was considered.

Due to the rural characteristics of the development site and surrounding area, this area currently does not accommodate pedestrians nor bicyclists with detached sidewalks, trails, nor bike lanes. It is important to note that, pursuant to existing roadway characteristics provided in Section I, typical roadway cross-sections defined within the County's ECM, and per planned Year 2045 roadway functional classifications identified within the County's MTCP, Ayer Road and Meridian Road are not expected to provide sidewalks nor bicycle lanes adjacent the development area due to the County's plans to maintain the rural characteristic of the surrounding area roadways.

## **Recommended Improvements**

Roadway and intersection improvement recommendations were assessed pursuant to roadway descriptions discussed previously, projected peak hour traffic volumes, and per requirements defined within the County's MTCP and ECM.

When considering Year 2045 total traffic conditions, no improvements to the surrounding roadway network were identified to be needed, therefore none are being recommended with the development of Antlers Range Filing 1.

## Conclusion

This analysis assessed traffic generation for the Antlers Range Filing 1 development, provided a traffic volume comparison to previous land use assumptions for the development site, and considered potential impacts to the adjacent roadway network.

It is our professional opinion that the proposed site-generated traffic is expected to create no negative impact to traffic operations for the surrounding roadway network and the proposed site access, nor at the Ayer Road intersection with Meridian Road, and is in compliance with the Antlers Range Traffic Impact Study.

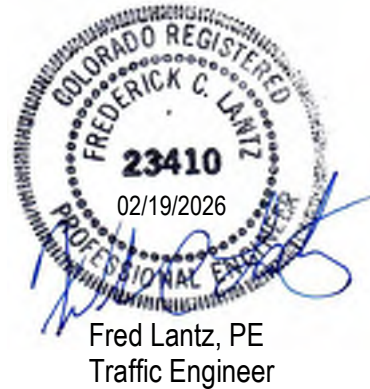
We trust that our findings will assist in the planning and approval of the Antlers Range Filing 1 development. Please contact us should further assistance be needed.

Sincerely,

**SM ROCHA, LLC**  
*Traffic & Transportation Engineering*



Leo Ornelas, EIT  
Traffic Engineer



Fred Lantz, PE  
Traffic Engineer

Please include a section on striping of the area roadways and what striping needs to be added to Ayer Rd as part of this application. Ayer Rd currently does not have striping

Discussion for striping along Ayers Road added.

**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.



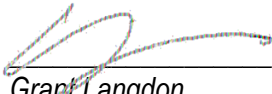
\_\_\_\_\_  
Fred Lantz, P.E. #23410

\_\_\_\_\_  
02/19/2026

Date

**Developer's Statement**

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



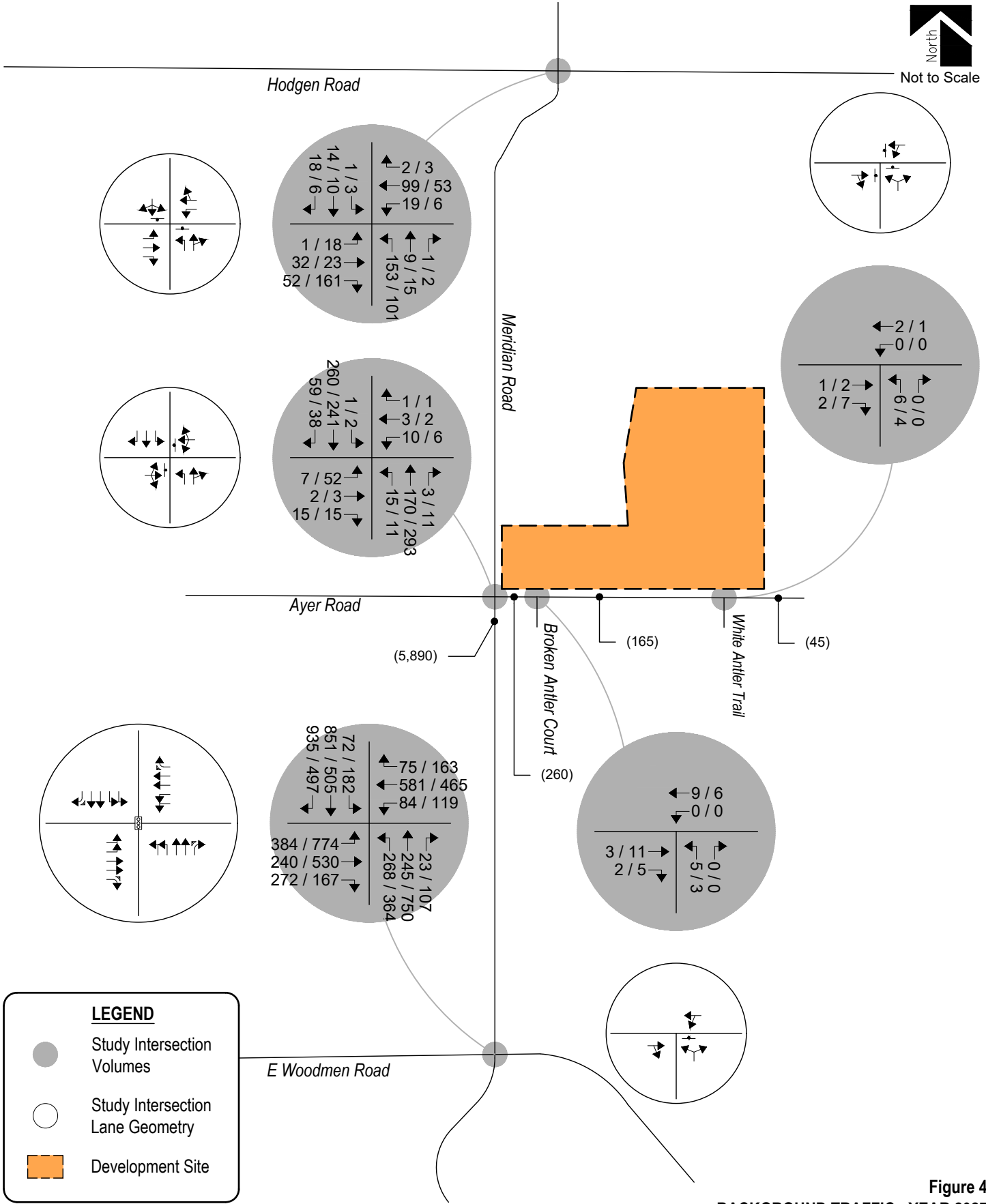
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Grant Langdon  
Antlers Range, LLC  
PO Box 38939  
Colorado Springs, CO 80937

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02/19/2026

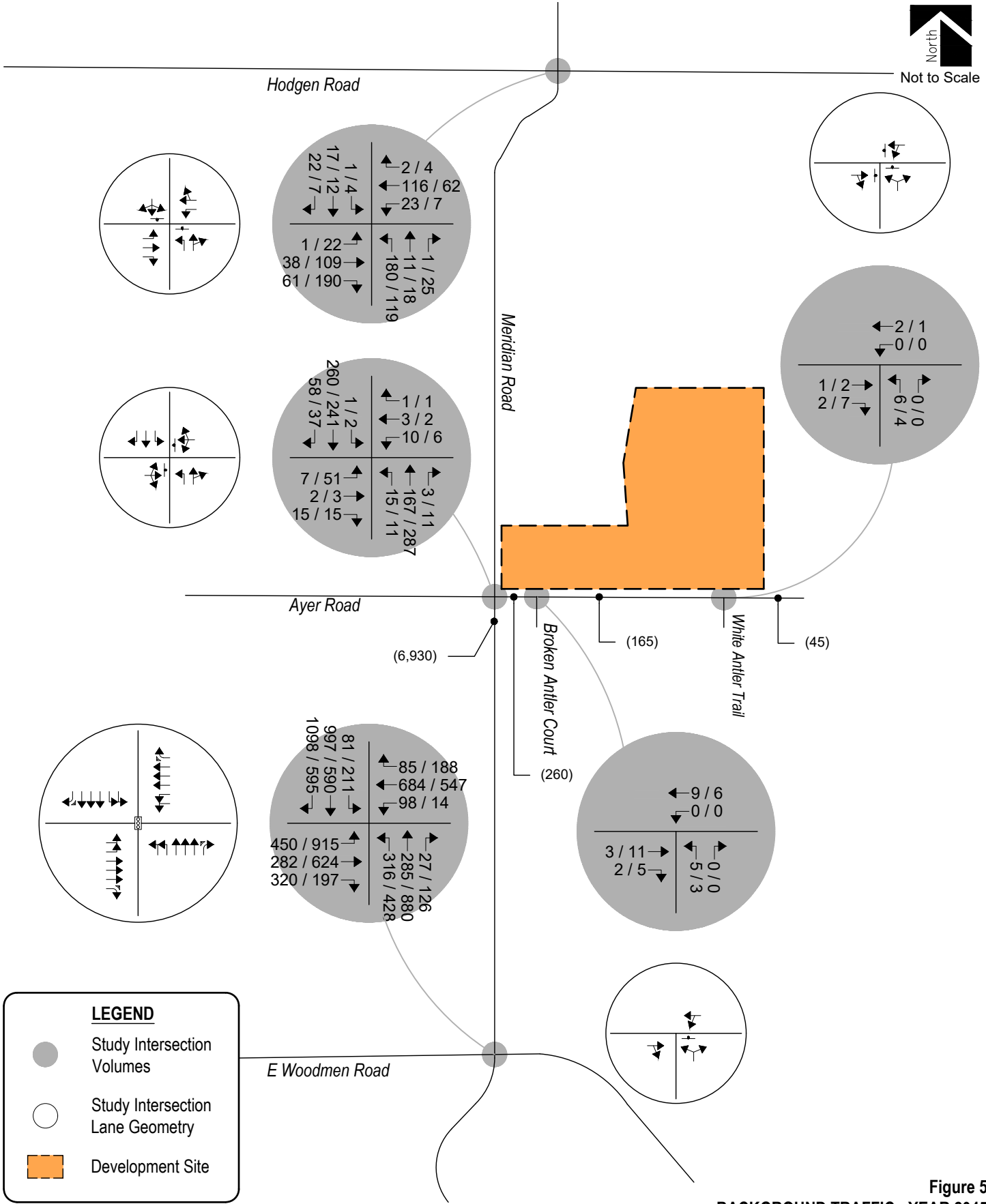
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**ATTACHMENT A**

**Antlers Range TIS  
Referenced Traffic Volumes & LOS Results**



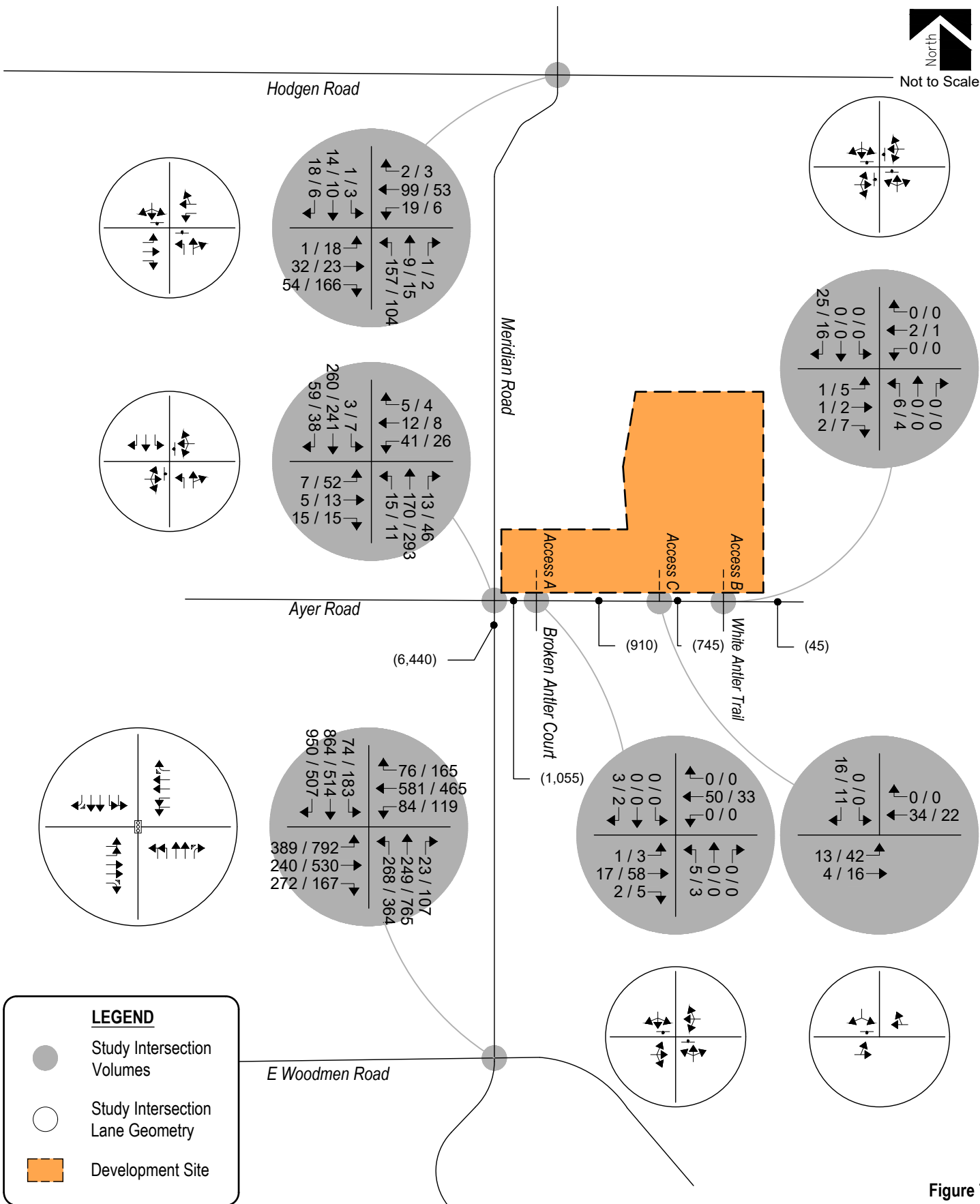
**Figure 4**  
**BACKGROUND TRAFFIC - YEAR 2027**  
 Volumes & Intersection Geometry  
 AM / PM Peak Hour  
 (ADT) : Average Daily Traffic



**Figure 5**  
**BACKGROUND TRAFFIC - YEAR 2045**  
 Volumes & Intersection Geometry  
 AM / PM Peak Hour  
 (ADT) : Average Daily Traffic



Not to Scale



**Figure 7**  
**TOTAL TRAFFIC - YEAR 2027**  
 Volumes & Intersection Geometry  
 AM / PM Peak Hour  
 (ADT) : Average Daily Traffic

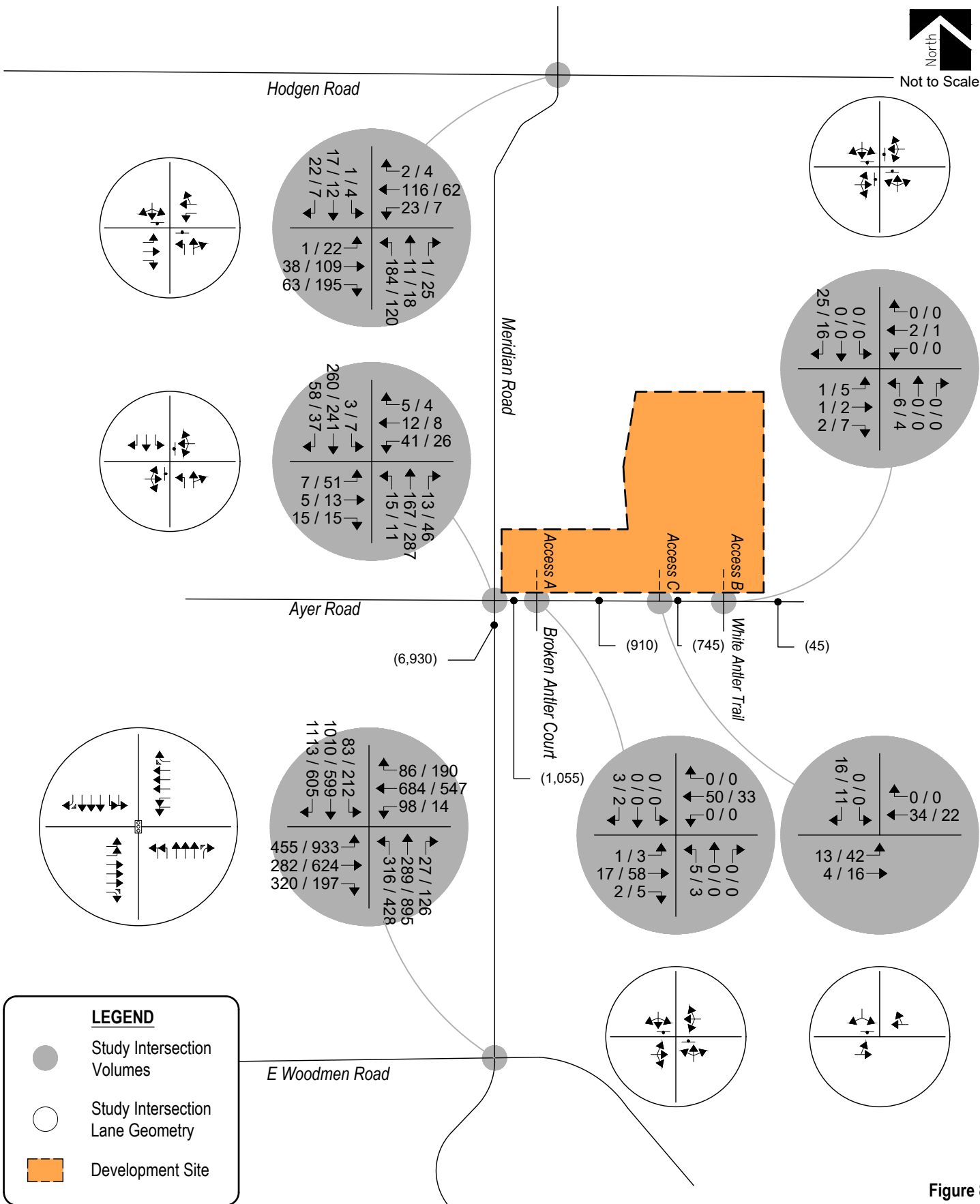


**ANTLERS RANGE**  
 Traffic Impact Study

**SM ROCHA, LLC**  
 Traffic and Transportation Consultants



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**ANTLERS RANGE**  
Traffic Impact Study

**SM ROCHA, LLC**  
Traffic and Transportation Consultants

**Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2027**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Meridian Road / E Woodmen Road (Signalized)	D (37.8)	D (51.1)
Meridian Road / Ayer Road (Stop-Controlled)		
Eastbound, Left, Through and Right	B	C
Westbound Left, Through and Right	B	C
Northbound Left	A	A
Southbound Left	A	A
Meridian Road / Hodgen Road (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left	B	B
Northbound Through and Right	B	A
Southbound Left, Through and Right	A	B
Ayer Road / Broken Antler Court / Access A (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Ayer Road / White Antler Trail / Access B (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Ayer Road / Access C (Stop-Controlled)		
Eastbound Left and Through	A	A
Southbound Left and Right	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)  
 Stop-Controlled Intersection: Level of Service

**Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2045**

INTERSECTION LANE GROUPS	LEVEL OF SERVICE	
	AM PEAK HOUR	PM PEAK HOUR
Meridian Road / E Woodmen Road (Signalized)	D (35.4)	D (46.4)
Meridian Road / Ayer Road (Stop-Controlled)		
Eastbound, Left, Through and Right	B	C
Westbound Left, Through and Right	C	C
Northbound Left	A	A
Southbound Left	A	A
Meridian Road / Hodgen Road (Stop-Controlled)		
Eastbound Left	A	A
Westbound Left	A	A
Northbound Left	B	B
Northbound Through and Right	B	A
Southbound Left, Through and Right	B	B
Ayer Road / Broken Antler Court / Access A (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Ayer Road / White Antler Trail / Access B (Stop-Controlled)		
Eastbound Left, Through and Right	A	A
Westbound Left, Through and Right	A	A
Northbound Left, Through and Right	A	A
Southbound Left, Through and Right	A	A
Ayer Road / Access C (Stop-Controlled)		
Eastbound Left and Through	A	A
Southbound Left and Right	A	A

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)  
 Stop-Controlled Intersection: Level of Service

### Total Traffic Analysis Results Upon Development Build-Out

Table 7 illustrates how, by Year 2045 and upon development build-out, the signalized intersection of Meridian Road and E Woodmen Road is expected to have overall operations at LOS D during the morning and afternoon peak traffic hours.

The unsignalized intersection of Meridian Road and Ayer Road is anticipated to have turning movement operations at LOS C or better during the morning and afternoon peak traffic hours.

The unsignalized intersection of Meridian Road and Hodgen Road continues to project turning movement operations at LOS B or better during the morning and afternoon peak traffic hour.

The unsignalized intersection of Ayer Road and Access A is projected to have turning movement operations at LOS A during the morning and afternoon peak traffic hours.

**ATTACHMENT B**

**Antlers Range Preliminary Plan**

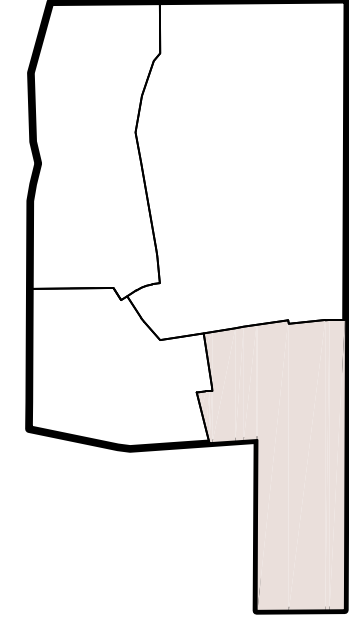
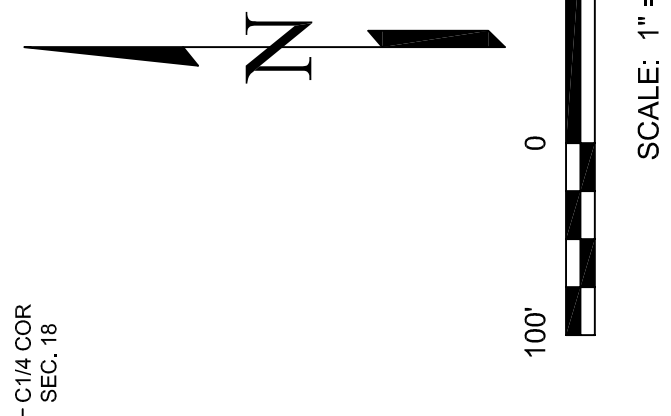


# ANTLER RANGE PRELIMINARY PLAN

A PORTION OF THE NORTH HALF OF SECTION 18, TOWNSHIP 12 SOUTH RANGE 64 WEST OF THE 6TH P.M. COUNTY OF EL PASO, STATE OF COLORADO.

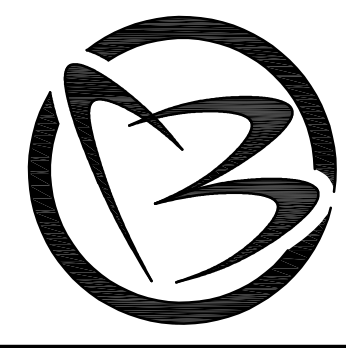
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C2	24.88'	300.00'	4°45'08"
C3	52.33'	300.00'	9°59'41"
C4	44.59'	300.00'	8°30'37"
C5	46.81'	300.00'	8°59'26"
C6	31.21'	300.00'	5°57'37"
C7	127.56'	300.00'	24°19'23"
C8	103.83'	60.00'	89°08'45"
C9	96.39'	300.00'	18°24'33"

UNPLATTED OWNER:  
SUSAN M. GORDON  
ASSESSOR NO. 2218000021



NO.	REVISIONS	DESCRIPTION	DATE

**EDWARD-JAMES SURVEYING, INC.**  
4732 Eagleridge Circle  
Pueblo, CO 81008  
Office: (719) 576-1216  
Fax: (719) 545-6240



**ANTLER RANGE SUBDIVISION  
PRELIMINARY PLAN**  
RANGE 64 WEST OF THE 6TH P.M.  
COUNTY OF EL PASO, STATE OF COLORADO.

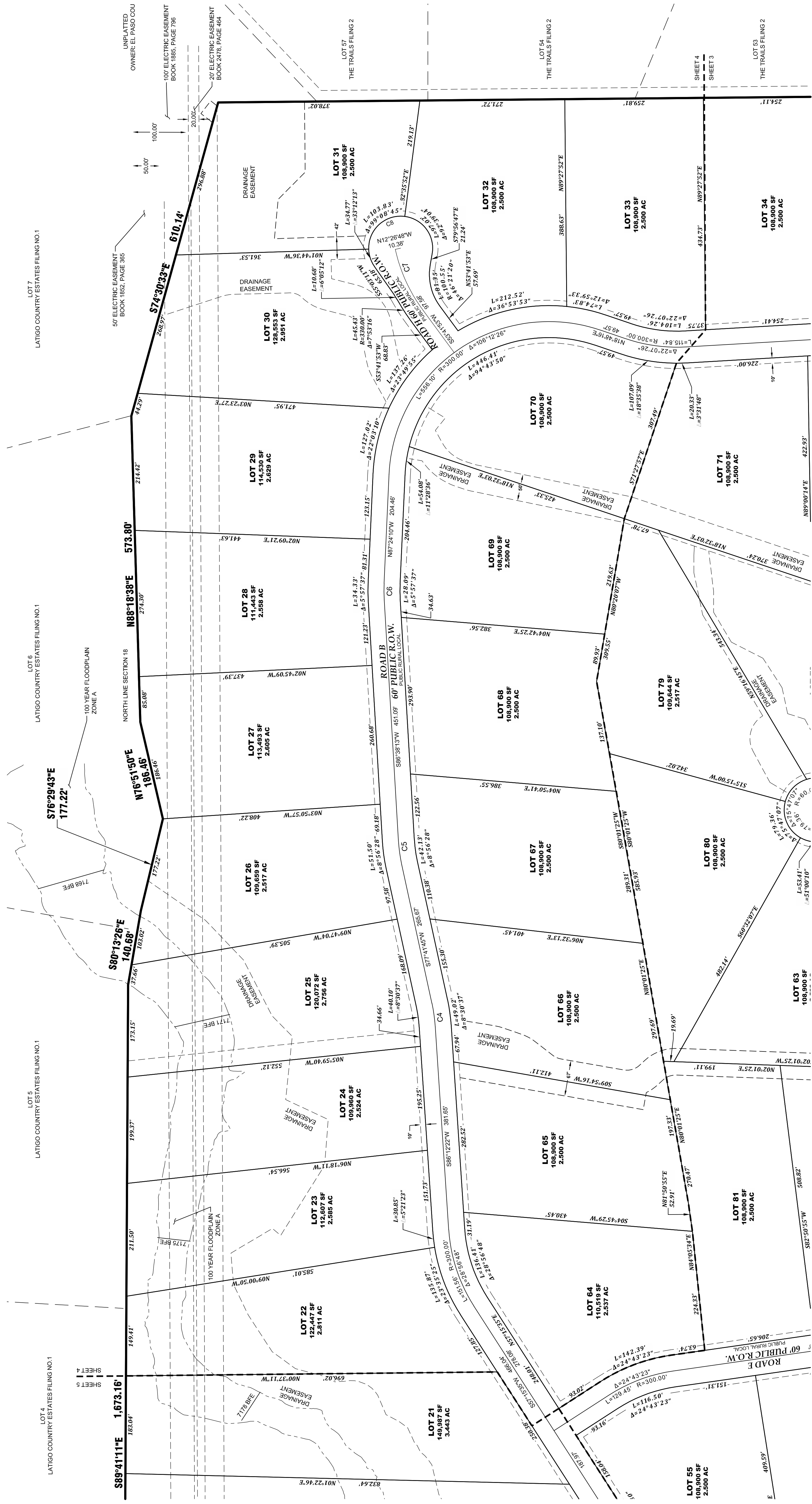
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DATE ISSUED: DRAFT  
SHEET NO. 2 OF 11

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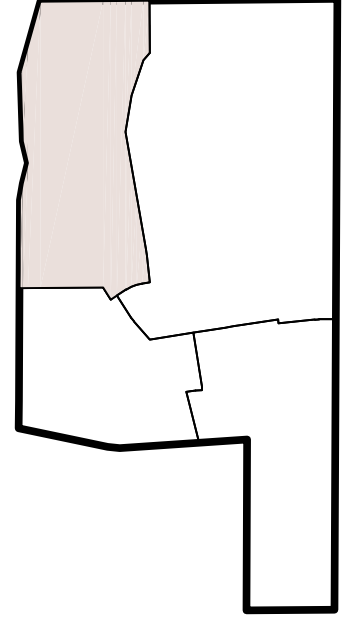
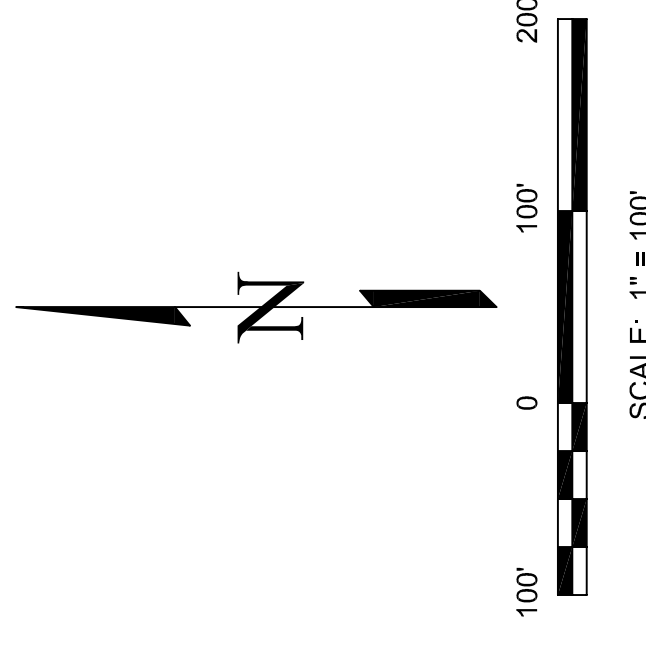


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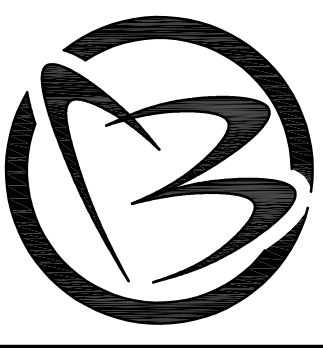


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C4	44.56	300.00	8°30'37"
C5	45.81	300.00	8°56'28"
C6	31.21	300.00	5°57'37"
C7	127.36	300.00	24°19'23"
C8	103.83	60.00	89°08'45"
C9	96.39	300.00	18°24'33"



SP251

**EDWARD-JAMES SURVEYING, INC.**  
 926 Elkton Drive  
 Colorado Springs, CO 80907  
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 Fax: (719) 576-1206  
 4732 Eaglebridge Circle  
 Pueblo, CO 81008  
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 Fax: (719) 545-6247



**ANTLER RANGE SUBDIVISION  
 PRELIMINARY PLAN**  
 RANGE 64 WEST OF THE 6TH P.M.  
 COUNTY OF EL PASO, STATE OF COLORADO.

DRAWN BY: **JWT**  
 CHECKED BY: **ERF**  
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 DATE ISSUED: **DRAFT**  
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NO.	REVISIONS	DESCRIPTION	DATE

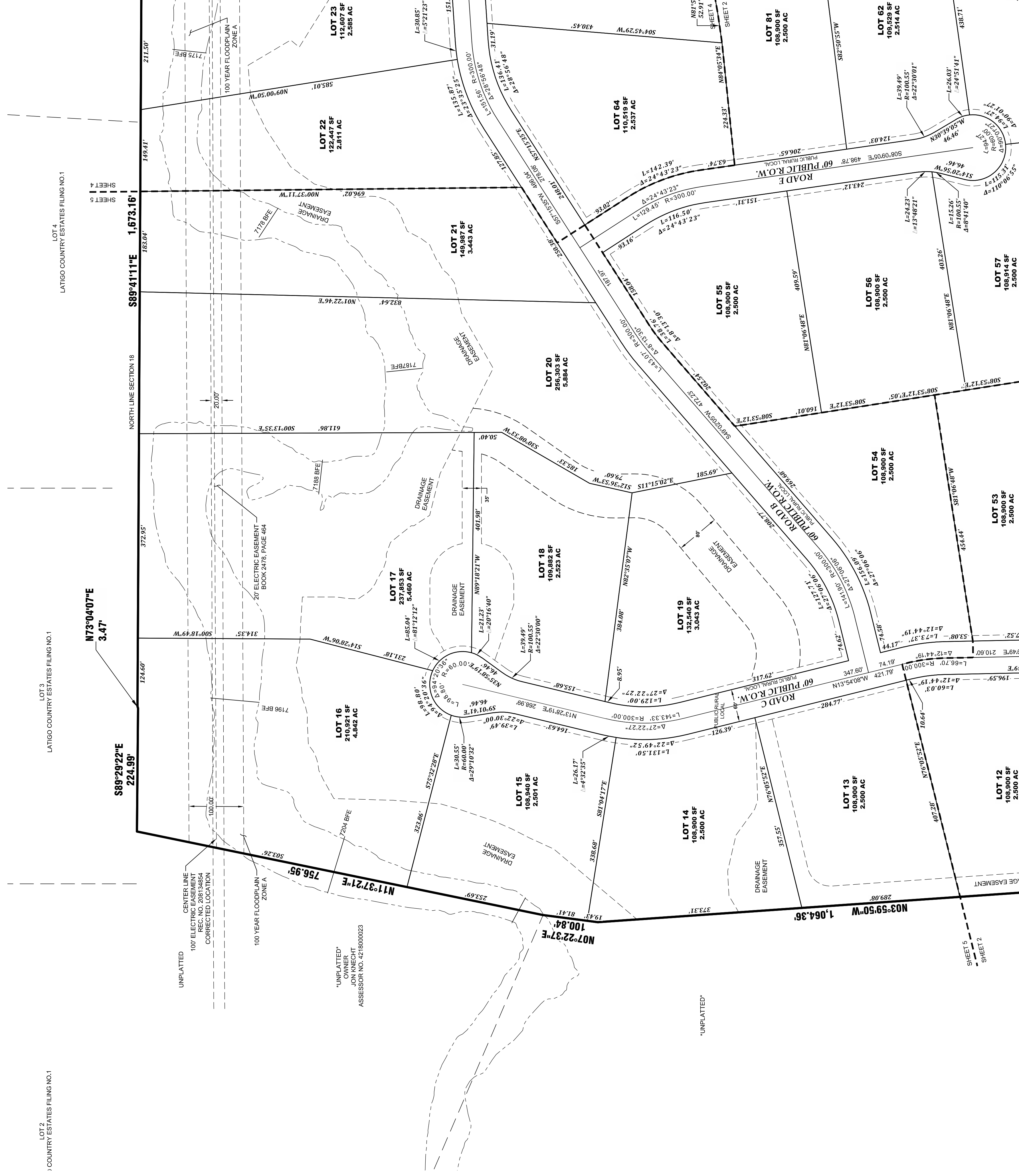
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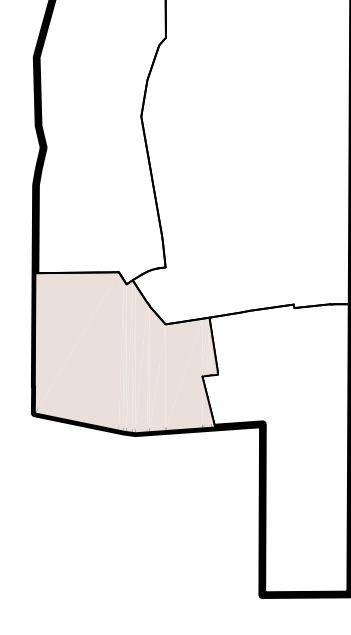
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LOT 3  
LATIGO COUNTRY ESTATES FILING NO.1

LOT 4  
LATIGO COUNTRY ESTATES FILING NO.1



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C6	31.21'	300.00'	5°57'37"
C7	127.36'	300.00'	24°19'23"
C8	103.83'	60.00'	89°08'45"
C9	86.29'	300.00'	19°24'35"

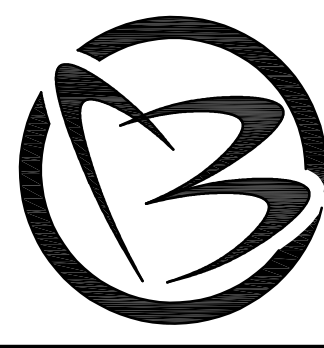


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SHEET NO. 5 OF 11

ANTLER RANGE SUBDIVISION  
PRELIMINARY PLAN

A PORTION OF THE NORTH HALF OF SECTION 18, TOWNSHIP 12 SOUTH  
RANGE 64 WEST OF THE 6TH P.M.  
COUNTY OF EL PASO, STATE OF COLORADO.



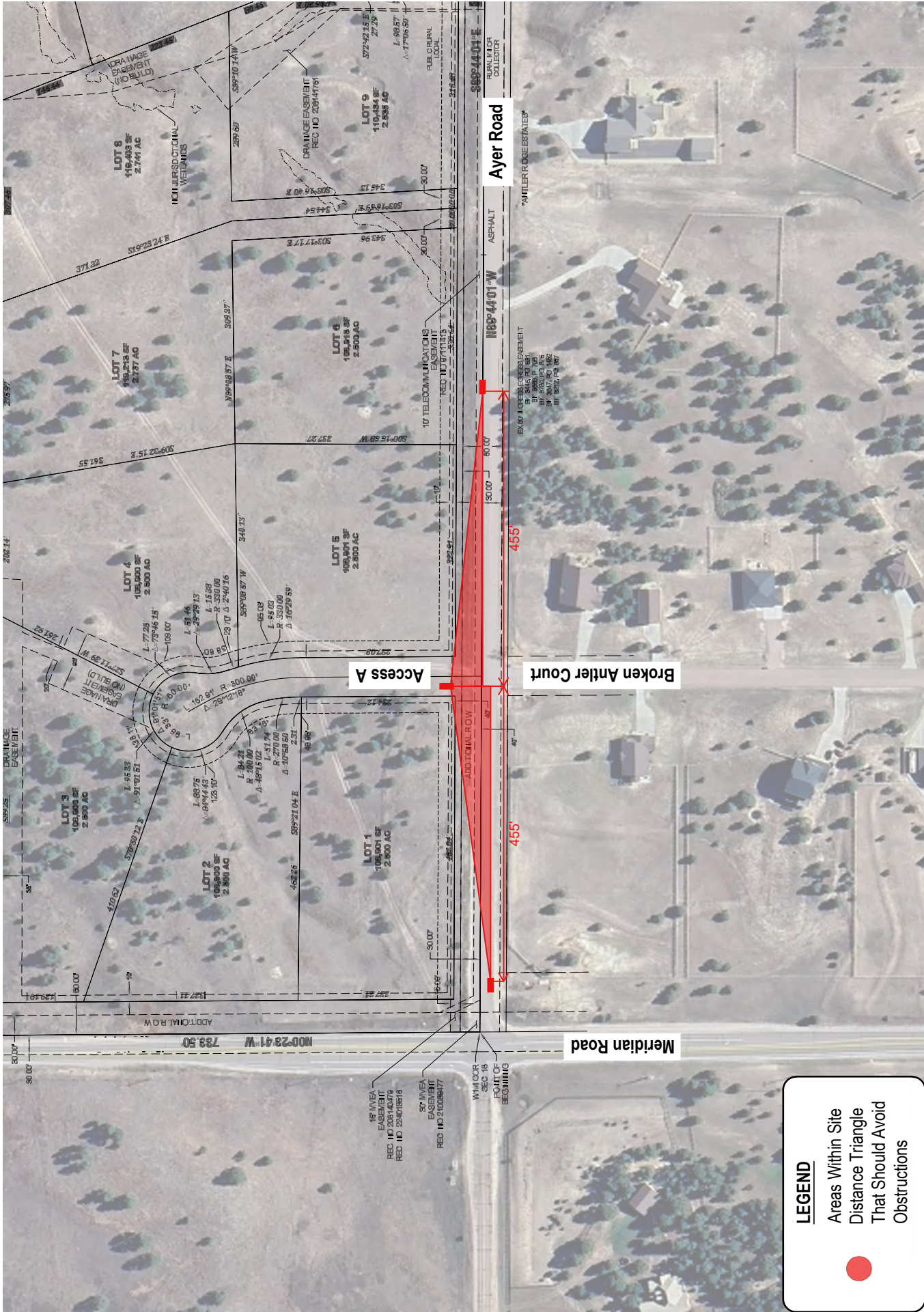
**EDWARD-JAMES SURVEYING, INC.**  
926 Elkton Drive  
Colorado Springs, CO 80907  
Office: (719) 576-1216  
Fax: (719) 576-1206  
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DATE CREATED: 2-12-25  
DATE ISSUED: **DRAFT**  
SHEET NO. 5 OF 11

NO.	REVISIONS	DESCRIPTION	DATE

**ATTACHMENT C**

**Intersection Sight Distance Exhibit**



**LEGEND**

- Areas Within Site Distance Triangle That Should Avoid Obstructions



**Antlers Range Filing 1**  
 Intersection Sight Distance Exhibit  
**SM ROCHA, LLC**  
 Traffic & Transportation Engineering

February 2025

