



SM ROCHA, LLC

TRAFFIC & TRANSPORTATION ENGINEERING CONSULTANTS

January 30, 2026

Alex Kuhnke
P760 Land LLC
13395 Voyager Parkway, Suite 130
Colorado Springs, Colorado 80921

**RE: Triple H Ranch Preliminary Plan / Traffic Compliance Letter
El Paso County, Colorado
SP254**

Dear Alex,

SM ROCHA, LLC is pleased to provide traffic generation information for the development entitled Triple H Ranch. This development is located north of Jones Road and east of Murr Road in El Paso County, Colorado.

This information has been revised to address County Staff review comments made to the August 2025 traffic letter (1st Review) regarding updates to responsibility of recommended improvements.

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 analysis is also provided to address appropriateness of site access locations including consideration for proposed access spacing and sight distance evaluations. Additional traffic analyses will be provided at later stages of development (Final Plat) and are to include the remaining items described within Section B.2.4.B of the County's Engineering Criteria Manual (ECM)¹.

The following is a summary of analysis results.

Site Description and Access

Land for the development is currently vacant and is surrounded by open space and residential land uses.

The proposed development is understood to entail the new construction of 244 single-family residential lots. This is consistent with assumptions made within the approved rezone application's traffic impact study².

¹ El Paso County Engineering Criteria Manual, El Paso County, January 2025.

² Triple H Ranch: Traffic Impact Study, SM ROCHA, LLC, June 2025.

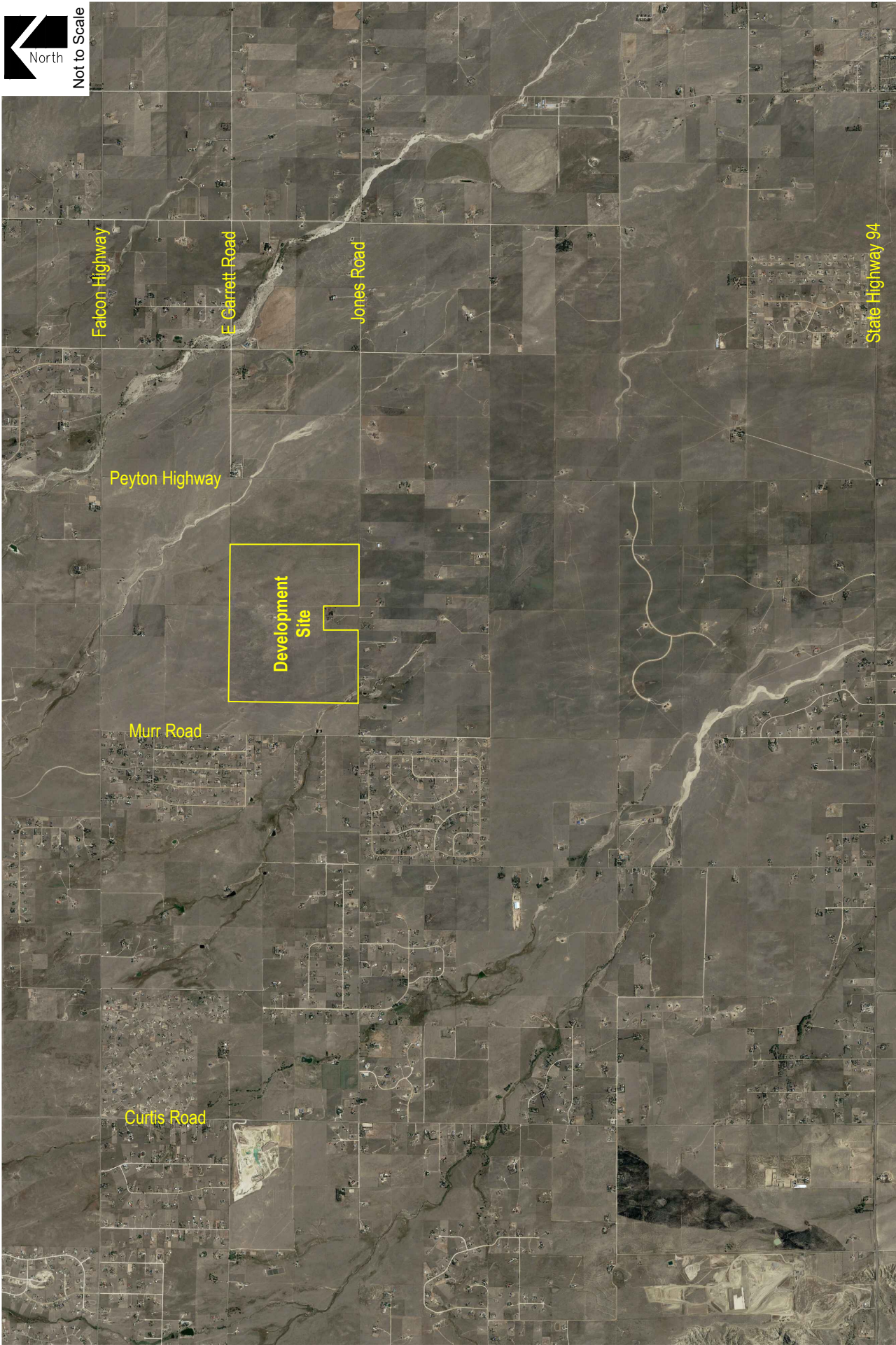
Proposed access to the development is provided via two full-movement accesses onto Jones Road (referred to as Access A and Access B). Access A is being proposed approximately 3,000 feet east of Murr Road with Access B proposed approximately 3,000 feet east of Access A and 4,000 feet west of Peyton Highway. Access drives internal to the overall development area were not included in this analysis as internal intersection operations are expected to be comparable to, or better than, those projected for the above-described intersections. It is expected that internal intersections will be analyzed within future submittals for the final plat application.

Additional access drives are also proposed, providing future access to the potential High Plains Ranch development north and west of the site. However, since there are no current plans for development, and to provide for conservative results, additional future access drives were not considered within this analysis.

It is noted that the location of proposed access drives within this preliminary plan application remain unchanged from those proposed within the traffic study prepared for the rezone application.

General site and access locations are shown on Figure 1.

A conceptual site plan, as prepared by Classic Consulting, is shown on Figure 2. This plan is provided for illustrative purposes only.



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 previously approved land use and for the development area proposed. 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 conservative rates and 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	9.43	0.18	0.53	0.71	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 land use.

Table 2 – Trip Generation Summary

ITE CODE	LAND USE	SIZE	UNIT	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	244	DU	2,301	43	128	171	144	85	229
<i>Previously Approved Total:</i>				<i>2,301</i>	<i>43</i>	<i>128</i>	<i>171</i>	<i>144</i>	<i>85</i>	<i>229</i>
<u>Site Development - Proposed</u>										
210	Single-Family Detached Housing	244	DU	2,301	43	128	171	144	85	229
<i>Proposed Total:</i>				<i>2,301</i>	<i>43</i>	<i>128</i>	<i>171</i>	<i>144</i>	<i>85</i>	<i>229</i>
<i>Difference Total:</i>				<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>

Key: DU = Dwelling Units

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 2,301 daily trips with 171 of those occurring during the morning peak hour and 229 during the afternoon peak hour. Table 2 further shows how land uses and densities remain unchanged from the Triple H Ranch traffic study and therefore traffic volumes do not exceed those approved in the traffic study prepared for the rezone application.

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 approved volumes within the Triple H Ranch traffic study. These volumes are not likely to negatively impact operations of Jones Road nor other adjacent roadways or intersections.

It is acknowledged that, pursuant to scoping parameters identified within Section B.2.4.B of the County's ECM and in coordination with County Staff, provision of additional items including bicycle and pedestrian facilities, cost estimates and escrows, road impact fees, as well as analysis of internal roadways may need to be analyzed within future submittals for the final plat application.

Access Spacing & Sight Distance

Appropriateness of proposed access drives was assessed pursuant to existing roadway conditions and per requirements defined within the County's ECM.

Pursuant to Section 2.4.1, Table 2-35 of the County's ECM, the minimum spacing required for access drives along Jones Road is 450 feet. Comparison of the development's proposed access locations to County requirements shows that proposed access drives for this development meet minimum access spacing requirements.

A conceptual sight distance exhibit, illustrating approximate intersection sight distance triangles, is included for reference in Attachment A. This exhibit was prepared with consideration for both horizontal and vertical curvature along Jones Road and in accordance to Section 2.3.6, Table 2-21, and Section 2.4.1, Table 2-34, of the County's ECM, as well as Section 9.5.3.2 of the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highway and Streets (Green Book)³ and is provided for illustrative purposes only. Based on the exhibit provided, proposed site access locations appear to be in compliance with County sight distance requirements.

³ A Policy on Geometric Design of Highways and Streets (7th Edition), American Association of State Highway and Transportation Officials, 2018.

Recommended Improvements

Roadway and intersection improvement recommendations were assessed pursuant to discussions and findings provided within the approved rezone application's traffic impact study. These recommended intersection and roadway improvements associated with the proposed development and adjacent area are summarized in Table 3.

It is noted that more specific cost estimates and escrow amounts for these recommended improvements can be determined at the final plat stage for this development.

Table 3 – Recommended Roadway & Intersection Improvements

INTERSECTION	IMPROVEMENT	TIMING	RESPONSIBILITY
Curtis Road	Improve Curtis Road to County's Rural Minor Arterial cross-section	Shown in County's MTCP by Year 2045	Master Planned (may be reimbursable under MTCP)
Jones Road	Improve Jones Road to County's Major Collector standards along property frontage	With Site Development	Triple H Ranch Development
Falcon Highway / Murr Road	Construct eastbound right turn deceleration lane	With Site Development - Construction of approximately 215 DU	Triple H Ranch and other trip generators within the overall area
Falcon Highway / Peyton Highway	Construct eastbound right turn deceleration lane	Warranted under existing conditions	Developments and other trip generators within the overall area
Curtis Road / Jones Road	Construct westbound left turn deceleration lane	With Site Development - Construction of approximately 100 DU	Triple H Ranch and other trip generators within the overall area
	Construct westbound right turn deceleration lane	Warranted under existing conditions	Developments and other trip generators within the overall area
	Construct southbound left turn deceleration lane	Warranted under existing conditions	Developments and other trip generators within the overall area
Jones Road / Murr Road	Construct southbound left turn lane along Murr Road at Jones Road	With Site Development - Full Build-Out	Developments and other trip generators within the overall area
Peyton Highway / Jones Road	Construct northbound left turn lane along Peyton Highway at Jones Road	With Site Development - Construction of approximately 210 DU	Triple H Ranch and other trip generators within the overall area
State Highway 94 / Peyton Highway	Construct eastbound right turn deceleration lane	Warranted without proposed development by Year 2045	Developments and other trip generators within the overall area
	Construct westbound right turn deceleration lane	Warranted under existing conditions	Developments and other trip generators within the overall area
	Construct northbound left turn deceleration lane	Warranted without proposed development by Year 2045	Developments and other trip generators within the overall area
	Construct southbound left turn deceleration lane	Warranted under existing conditions	Developments and other trip generators within the overall area
Access A / Jones Road	Construct eastbound left turn deceleration lane along	With Site Development - Construction of approximately 75 DU	Triple H Ranch Development

Conclusion

This analysis assessed traffic generation for the Triple H Ranch 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 the development is expected to create minimal negative impact to traffic operations for the surrounding roadway network and proposed site accesses, and is in compliance with the rezone application's Triple H Ranch Traffic Impact Study. Additionally, proposed site access drives appear to be in compliance with the County's ECM and no issues with proposed access locations are anticipated. It is therefore concluded that site access locations are appropriate.

We trust that our findings will assist in the planning and approval of the Triple H Ranch Preliminary Plan development. Please contact us should further assistance be needed.

Sincerely,

SM ROCHA, LLC

Traffic & Transportation Engineering Consultants



Megan Bock, EIT
Traffic Engineer | Project Manager



Fred Lantz, PE
Senior 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.



Fred Lantz, P.E. #23410

01/30/2026

Date

Developer's Statement

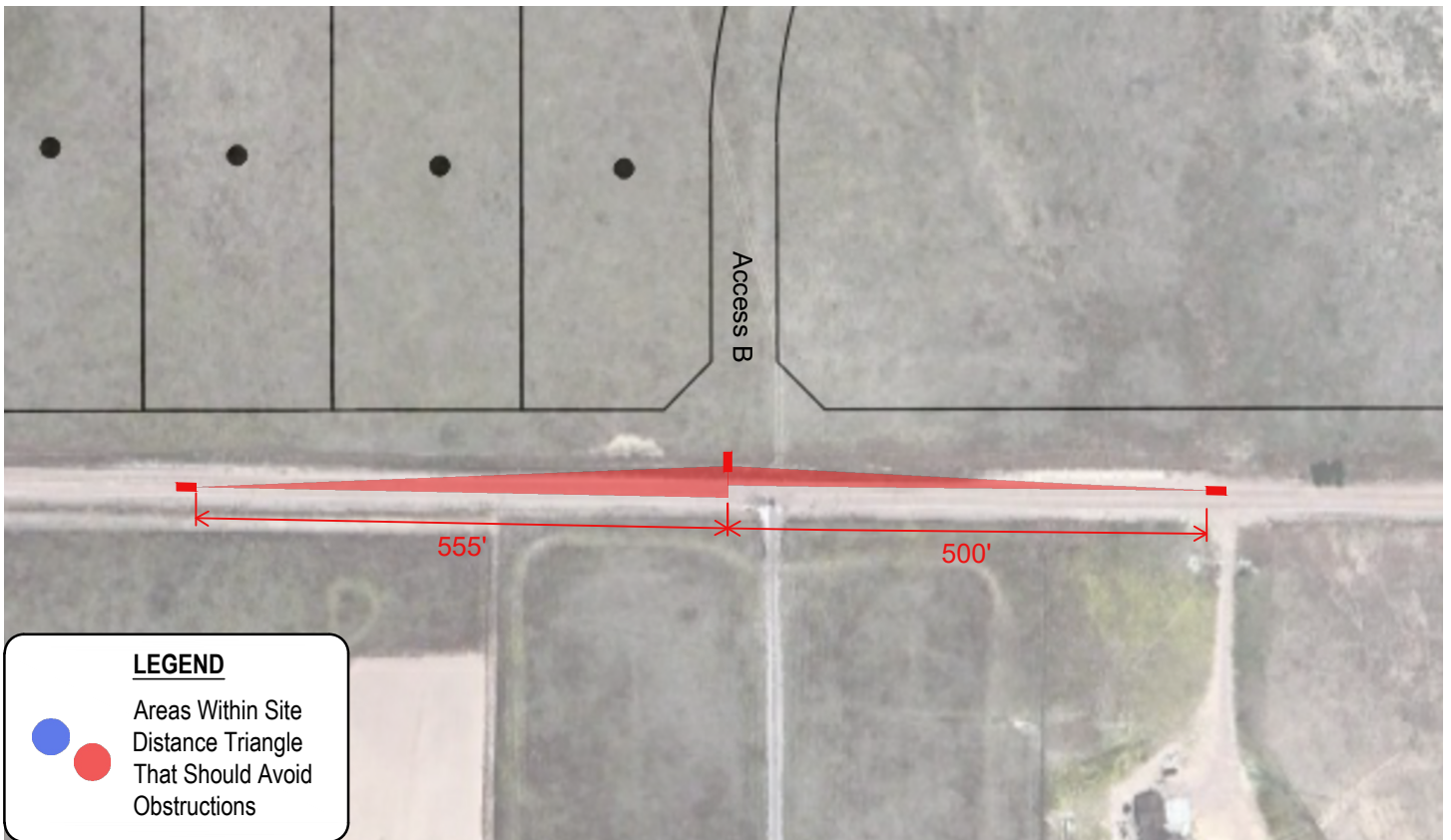
I, the Developer, have read and will comply with all commitments made on my behalf within this report.

Alex Kuhnke
P760 Land LLC
13395 Voyager Parkway, Suite 130
Colorado Springs, CO 80921

Date

ATTACHMENT A

Sight Distance Exhibit



LEGEND

- Areas Within Site Distance Triangle
- That Should Avoid Obstructions

