

August 5, 2026

Mr. Richard van Seenus, Land Development & Entitlements - Colorado
Colorado Land Acquisition dba View Homes
Colorado Springs, Colorado
Via e-mail: rvanseenus@viewhomesinc.com

Subject: Trails at Aspen Ridge Filing 5 Trip Generation Comparison Letter

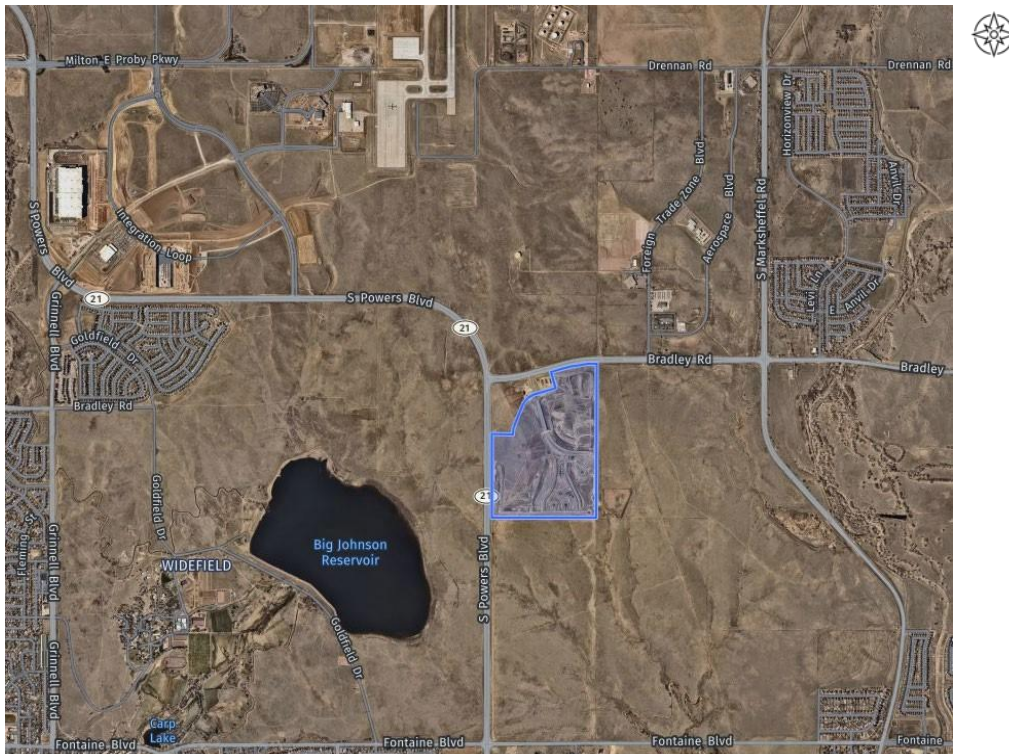
Dear Mr. van Seenus,

This letter evaluates the trip generation associated with the revised Trails at Aspen Ridge Filing 5 development and compares it with the trips previously evaluated in the *Trails at Aspen Ridge Filing 5 – Trip Generation Comparison Letter* (September 2022). The project is located at the southeast corner of Powers Boulevard and Bradley Road and is now proposed to include 53 single-family detached homes, compared with the 58 single-family detached homes analyzed previously. Because the revised development program results in fewer dwelling units and correspondingly fewer vehicle trips than previously assumed, the proposed Filing 5 development is expected to remain within the traffic conditions evaluated in the September 2022 letter and is not anticipated to adversely affect the surrounding transportation network.

Development

Trails at Aspen Ridge Filing 5 is proposed as a 53-unit single-family detached residential development located south of Bradley Road and east of Powers Boulevard. The proposed development represents a reduction from the 58 dwelling units previously evaluated for this site. Figure 1 provides a vicinity map showing the project location.

Figure 1 –Vicinity Map (NTS)



Trip generation for the proposed development was estimated using the *ITE Trip Generation Manual, 12th Edition*. The methodology applies the appropriate ITE land use category and independent variable for the relevant analysis period, then uses either the weighted average rate or regression equation recommended by ITE to estimate expected vehicle trips. For this comparison, trip generation was evaluated during the adjacent street peak periods: the AM peak period from 7:00 to 9:00 a.m. and the PM peak period from 4:00 to 6:00 p.m. Table 1 summarizes the estimated trips for the proposed 53-unit Filing 5 development and presents the prior trip estimates from the 2022 traffic letter for reference.

Table 1 - Trip Generation

ITE Code and Land Use	Size	Unit	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Trails at Aspen Ridge Filing 5 Trip Gen Letter (August 2026) (ITE Trip Generation Manual 12th Edition)									
210 - Single-Family Detached	53	DU	11	30	41	33	20	53	694
Trails at Aspen Ridge Filing 5 Traffic Impact Analysis (April 2021)									
210 - Single-Family Detached	58	DU	12	32	44	36	22	58	734
Difference			-1	-2	-3	-3	-2	-5	-40

As shown in Table 1, the proposed 53-unit development is expected to generate fewer trips than the 58-unit development previously evaluated. The revised program results in approximately three fewer AM peak-hour trips, five fewer PM peak-hour trips, and 40 fewer weekday daily trips than the prior analysis. Therefore, based on the reduced trip generation and the conclusions of the prior traffic evaluation, Matrix concludes that the revised Filing 5 development is not anticipated to have an adverse impact on the surrounding transportation network.

Please feel free to contact me at (719) 575-0100 or at mariaangelica.deeb@matrixdesigngroup.com if you have any questions.

Sincerely, 

MaríaAngélica Deeb, PE, PTOE, RSP1, PTP, ENV SP
Regional Director (Interim)
Matrix Design Group, Inc.

Attachments:

Trails at Aspen Ridge Filing 5 Trip Generation
Trails at Aspen Ridge Filing 5 Trip Generation Comparison Letter (2022)

PROJECT DETAILS									
Project Name: Trails at Aspen Ridge Filing 5					Type of Project:				
Project No:					City:				
Country:					Built-up Area(Sq.ft):				
Analyst Name: Timothy Cason					Clients Name:				
Date: 8/5/2026					ZIP/Postal Code:				
State/Province:					No. of Scenarios: 3				
Analysis Region:									
SCENARIO SUMMARY									

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak Hour	1	1	0		11	30	41
Scenario - 1	PM Peak Hour	1	1	0		33	20	53
Scenario - 1	Weekday	1	1	0		347	347	694

Scenario - 1

Scenario Name: AM Peak Hour

User Group:

Dev. phase: 1

No. of Years to Project 0

Analyst Note:

Traffic :

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	53	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	11	30	41
Data Source: Trip Generation Manual, 12th Ed					T = 0.67(X) + 5.59	27%	73%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	27	73

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	11	30	0	0	11	30
	41		0		41	

Scenario - 2

Scenario Name: PM Peak Hour

Dev. phase: 1

Analyst Note:

User Group:

No. of Years to Project

Traffic : 0

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	53	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	33	20	53
Data Source: Trip Generation Manual, 12th Ed					$\ln(T) = 0.92\ln(X) + 0.33$	62%	38%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	62	38

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	33	20	0	0	33	20
	53		0		53	

Scenario - 3

Scenario Name: Weekday

Dev. phase: 1

Analyst Note:

User Group:

No. of Years to Project

Traffic : 0

Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
					Best Fit (LIN)	347	347	
210 - Single-Family Detached Housing	General Urban/Suburban	Dwelling Units	53	Weekday	T = 8.07(X) + 265.45	50%	50%	694
Data Source: Trip Generation Manual, 12th Ed								

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
210 - Single-Family Detached Housing	347	347	0	0	347	347
	694		0		694	



September 19, 2022

Mr. Timothy Buschar
Director of Entitlement
Colorado Land Acquisition dba Aspen View Homes
Colorado Springs, Colorado 80921
Via email: tbuschar@aspenviewhomes.net

Subject: Trails at Aspen Ridge Filing 5 Trip Generation Comparison Letter

Dear Mr. Buschar,

Matrix Design Group (Matrix) submitted a traffic impact study addendum to El Paso County dated February 2, 2021 and revised April 16, 2021 analyzing the impacts for the entirety of the Trails at Aspen Ridge development. The total number of dwelling units for the entire project remains 861 single family dwelling units. The development is now split into 7 filings instead of the 6 filings shown in the PUDSP. Filing 5 contains 58 of the 861 dwelling units. The findings from the February 2021 addendum that was revised in April 2021 are still valid for the entirety of the project as the total number of units remains the same.

Trails at Aspen Ridge will contribute trips to the Powers Boulevard/Bradley Road intersection that will require improvements in the future. The project will contribute 58.5% of its incoming trips and 46% of its outgoing trips to the Powers Boulevard/Bradley Road in the horizon year of 2040. This equates to 2,539 daily inbound trips and 1,996 outbound daily trips for a total of 4,535 daily trips through the intersection. The intersection will have 24,250 new daily trips in the year 2040. Therefore, the project contributes (4,535/24,250) 18.7% of the new daily trips through the Powers Boulevard/Bradley Road intersection. The fair share contribution for each of the six Trails at Aspen Ridge filings is broken down in Table 1, below.

Table 1 – Trails at Aspen Ridge Filing Contributions to Powers/Bradley Intersection

	Powers/Bradley Intersection				
Parcel	Entry Trips	Exiting Trips	Total Trips	% Share	
Filing 1	534	420	953	3.93%	\$ 53,487.82
Filing 2	289	227	516	2.13%	\$ 28,966.21
Filing 3	584	459	1043	4.30%	\$ 58,518.78
Filing 4	366	288	653	2.69%	\$ 36,647.53
Filing 5	171	135	306	1.26%	\$ 17,151.04
Filing 6	230	181	411	1.69%	\$ 23,043.97
Filing 7	366	288	653	2.69%	\$ 36,647.53
Total	2539	1996	4535	18.70%	\$ 254,462.88

Filing 5 contributes 1.26% towards the cost of intersection improvements at the Powers Boulevard/Bradley Road intersection. With a total estimate cost of \$1,360,692.26 for the intersection improvements, Filing 5's fair share contribution is \$17,151.04.

Additionally, Filing 5 must contribute to an escrow account with El Paso County for the expected overage between the estimated construction cost of the Bradley Road/Legacy Hill Drive traffic signal and the amount that will be reimbursed by El Paso County. Per the attached letter dated May 24, 2022, Trails at Aspen Ridge Filing 5 is responsible for an escrow amount of \$16,035.61 towards the overage between

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the estimated cost to construct the traffic signal and the amount that will be reimbursed by El Paso County.

The findings from the February 2021 addendum that was revised in April 2021 should be considered valid for Filing 3 since the total number of dwelling units has not changed.

Please let me know if you have any questions at Scott.Barnhart@matrixdesigngroup.com or (719) 575-0100. Thank you.

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.



Scott D. Barnhart, P.E. #37447

September 19, 2022

Date

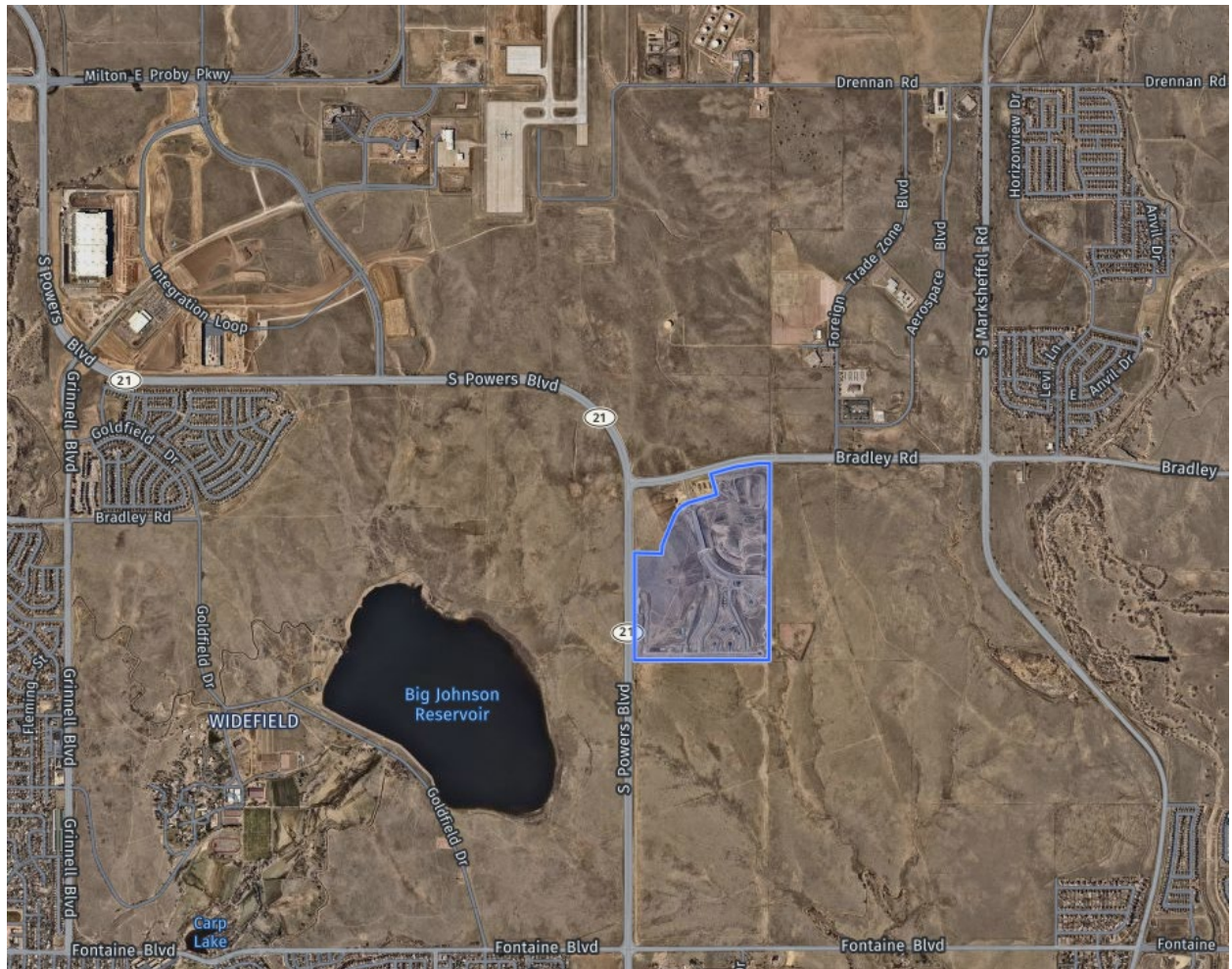
Developer's Statement

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

Tim Buschar
Director of Entitlement
Colorado Land Acquisition dba Aspen View Homes
555 Middle Creek Parkway, Suite 500
Colorado Springs, CO 80921

Date

Figure 1 - Vicinity Map





May 24, 2022

Colorado Land Acquisition (COLA)
5555 Middlecreek Parkway, Suite 380
Colorado Springs, CO 80921

Attention Mr. Timothy Buschar

RE: Bradley Road/Legacy Hill Drive Traffic Signal Financial Assurances

Mr. Buschar:

El Paso County (County) recently changed an internal policy that now requires the County to have developers post escrow for the cost of traffic signals that will be constructed by the developer. The proposed traffic signal at the intersection of Bradley Road and Legacy Hill Drive will be reimbursed by El Paso County up to \$350,000. The County has asked that COLA provide a cost estimate for the actual cost of the proposed traffic signal, which is anticipated to be in excess of \$350,000, and post a financial assurance for the full amount of the traffic signal and escrow for the difference between the estimated actual cost and what will be reimbursed by the County. Then, the County requested that the cost difference be apportioned between all six filings of the Trails at Aspen Ridge. Only the escrow fair shares for filings 3 through 6 will be collected because filings 1 and 2 have already been approved.

Matrix prepared an itemized cost estimate for the traffic signal and used historic cost data from the Colorado Department of Transportation (CDOT). The cost estimate is attached to this letter as Attachment 1. The estimated cost for the traffic signal is \$588,045.92. Therefore, the costs that must have escrow posted for is \$238,045.92 (difference between cost estimate and reimbursement amount).

The total amount of escrow was distributed between the six filings based on the number of dwelling units in each filing and is shown as Table 1.

Table 1 – Escrow and Financial Assurance Breakdown Between Trails at Aspen Ridge Filings

Parcel	Size (DU)	% (DUs)	Financial Assurance (\$)	Escrow (\$)
Filing 1	181	21.0%		\$ 50,042.17
Filing 2	98	11.4%		\$ 27,094.66
Filing 3	198	23.0%	\$ 533,303.65	\$ 54,742.27
Filing 4	124	14.4%		\$ 34,283.04
Filing 5	58	6.7%		\$ 16,035.61
Filing 6	78	9.1%		\$ 21,565.14
Filing 7	124	14.4%		\$ 34,283.04
Total	861	100.0%		\$ 238,045.92
Cost to Construct Signal				\$ 588,045.92
Reimbursement from County				\$ 350,000.00
Amount of Escrow				\$ 238,045.92

The total amount of escrow that COLA must post is \$160,909.09 (total amount of escrow minus portions for Filing 1 and Filing 2).

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If you have any questions, please feel free to contact me at (719) 457-5581 or at Scott.Barnhart@matrixdesigngroup.com.

Sincerely,



Scott D. Barnhart, P.E., PTOE
Senior Associate of Transportation Services

Legacy Hill Drive Traffic Signal

Prepared Date: 04/22/22

Updates: 05/12/22

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	PRICE
203-01595	POTHOLING	LS	1	\$ 14,500.00	\$ 14,500.00
503-00036	DRILLED SHAFT (36 INCH)	LF	19	\$ 464.37	\$ 8,823.03
503-00048	DRILLED SHAFT (48 INCH)	LF	21	\$ 662.35	\$ 13,909.35
503-00054	DRILLED SHAFT (54 INCH)	LF	42	\$ 1,039.81	\$ 43,672.02
613-01200	2 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	996	\$ 14.37	\$ 14,312.52
613-01300	3 INCH ELECTRICAL CONDUIT (PLASTIC)	LF	1,424	\$ 17.87	\$ 25,446.88
613-07034	PULL BOX (24"x36"x18")	EA	4	\$ 1,728.22	\$ 6,912.88
613-07060	PULL BOX (36"x48"x18")	EA	1	\$ 1,823.25	\$ 1,823.25
613-13011	LUMINAIRE (LED)(11,000 LUMENS)	EA	4	\$ 2,060.83	\$ 8,243.32
613-50109	METER POWER PEDESTAL	EA	1	\$ 6,409.00	\$ 6,409.00
614-00012	SIGN PANEL (CLASS 2)	SF	11	\$ 37.57	\$ 408.57
614-00015	LIGHTED STREET NAME SIGN (FURNISH AND INSTALL)	EA	3	\$ 696.15	\$ 2,088.45
614-10160	SIGNAL HEAD BACK PLATES	EA	8	\$ 441.72	\$ 3,533.76
614-10170	TRAFFIC SIGNAL HEAD VISORS	EA	33	\$ 38.07	\$ 1,256.31
614-70150	PEDESTRIAN SIGNAL FACE (16) (COUNTDOWN)	EA	2	\$ 614.38	\$ 1,228.76
614-70336	TRAFFIC SIGNAL FACE (12-12-12)	EA	11	\$ 838.29	\$ 9,221.19
614-72836	CONFLICT MONITOR	EA	1	\$ 1,100.00	\$ 1,100.00
614-72855	TRAFFIC SIGNAL CONTROLLER CABINET	EA	1	\$ 29,017.85	\$ 29,017.85
614-72863	PEDESTRIAN PUSH BUTTON POST ASSEMBLY	EA	2	\$ 2,266.73	\$ 4,533.46
614-72895	VEHICLE DETECTION SYSTEM (SINGLE CAMERA)	EA	3	\$ 6,876.42	\$ 20,629.26
614-81155	TRAFFIC SIGNAL-LIGHT POLE STEEL (1-55 FOOT MAST ARM)	EA	1	\$ 22,188.40	\$ 22,188.40
614-81165	TRAFFIC SIGNAL-LIGHT POLE STEEL (1-65 FOOT MAST ARM)	EA	1	\$ 26,763.10	\$ 26,763.10
614-81175	TRAFFIC SIGNAL-LIGHT POLE STEEL (1-75 FOOT MAST ARM)	EA	2	\$ 30,440.54	\$ 60,881.08
614-84000	TRAFFIC SIGNAL PEDESTAL POLE STEEL	EA	2	\$ 2,521.41	\$ 5,042.82
614-86238	TRAFFIC SIGNAL CONTROLLER (SOLID STATE) (FULL-ACTUATED) (8 PHASE)	EA	1	\$ 7,293.00	\$ 7,293.00
614-86710	TRAFFIC SIGNAL EQUIPMENT	LS	1	\$ 24,500.00	\$ 24,500.00
614-87690	ETHERNET SWITCH	EA	1	\$ 5,500.00	\$ 5,500.00
614-87708	CELLULAR MODEM (CDMA)	EA	1	\$ 3,300.00	\$ 3,300.00
625-00000	CONSTRUCTION SURVEYING	LS	1	\$ 9,750.00	\$ 9,750.00
626-00000	MOBILIZATION	LS	1	\$ 49,000.00	\$ 49,000.00
630-80000	TRAFFIC CONTROL	LS	1	\$ 49,000.00	\$ 49,000.00
700-70380	EROSION CONTROL	FA	1	\$ 9,750.00	\$ 9,750.00
800-00000	FA MINOR CONTRACT REVISIONS	LS	1	\$ 14,500.00	\$ 14,500.00

Notes:

1). This Cost Opinion is based upon Preliminary Layout as of August 2019.

2). Since ENGINEER has no control over the cost of labor, materials, equipment or services furnished by others, or over the Contractor(s)' method of determining prices, or over the competitive bidding or market conditions, its opinions of probable

cost provided herein are made on the basis of its experience and qualifications and represents its best judgment as an experienced and qualified professional engineer, familiar with the construction industry, but ENGINEER cannot and does not guarantee that proposals, bids or actual Projects or Construction Cost will not vary from its opinion of probable cost.

3). All costs are 2022 dollars calculated as follows: 2020 Cost data inflated by 10.50%

4). Basis of Lump Sum Items are as follows:

Potholing 3% of Construction Cost

F/A Minor Contract Rev 3% of Construction Cost

Traffic Signal Equipment: 5% of Construction Cost

Construction Surveying: 2% of Construction Cost

Mobilization: 10% of Construction Cost

Traffic Control: 10% of Construction Cost

Erosion Control 2% of Construction Cost

5). Basis of "Lump Sum" Traffic Signal Equipment is for all additional equipment and labor to make the traffic signal functional.

TOTAL \$ 490,038.26

20% CONTINGENCY \$98,007.65

GRAND TOTAL \$588,045.92